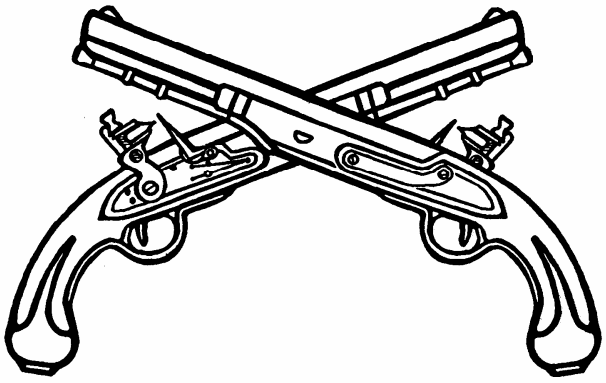
SUBCOURSE
MP1029

EDITION
C

BATTLEFIELD CIRCULATION CONTROL: MSR REGULATION AND ENFORCEMENT

MP



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BATTLEFIELD CIRCULATION CONTROL: MSR REGULATION AND ENFORCEMENT

SUBCOURSE NO. MP1029

EDITION C

US Army Military Police School

4 Credit Hours

Edition Date: November 1996

SUBCOURSE OVERVIEW

We designed this subcourse to teach you that portion of battlefield circulation control pertaining to the establishment and operation of military police traffic control posts, holding areas, and defiles. How to plan, establish, and conduct these operations will be discussed. Included in these operations will be the establishment and supervision of checkpoints and roadblocks. You will also learn how to plan and supervise straggler control operations, and to integrate them into battlefield circulation control.

There are no prerequisites for this subcourse.

This subcourse reflects the doctrine which was current at the time it was prepared. In your own work situation, always refer to the latest official publications.

Unless otherwise stated, the masculine gender of singular pronouns is used to refer to both men and women.

TERMINAL LEARNING OBJECTIVE

ACTION: You will identify the procedures for MSR Regulation and Enforcement: Establishing and operating military police traffic control posts, holding areas, defiles, checkpoints and roadblocks, plan and supervise straggler control operations.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate competency of this task, you must achieve a minimum score of 70 percent on the subcourse examination.

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LESSON 1

BATTLEFIELD CIRCULATION CONTROL

Critical Task: 191-379-4409

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn the major elements of organization, function, and procedures used in a highway traffic control system.

TERMINAL LEARNING OBJECTIVE:

ACTION: Learn the battlefield circulation control system.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate your competence of this task you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-1, FM 19-4, FM 55-10, and FM 55-30.

INTRODUCTION

An important task that you will have to perform in combat is to establish and supervise the operation of traffic control posts (TCPs). A TCP is one of the primary building blocks of the highway regulation system. In order to understand how important this is, you need to know about the total battlefield circulation control system. Then you will understand how and where you fit into the system.

PART A - BATTLEFIELD CIRCULATION CONTROL SYSTEM

1. Battlefield Circulation Control (BCC).

Battlefield circulation control (BCC) is a major military police combat mission. BCC is those steps taken to expedite and control the movement of personnel and vehicles in the area of operations. Think of the worst traffic jam you have ever seen or heard of and imagine what would happen if you had "grid lock" on the modern, highly mobile battlefield.

2. BCC Responsibility and Authority.

Highway movements are a logistics function under the general staff supervision of the Assistant Chief of Staff (ACOS), G4, or his equivalent. Special staff responsibility is held by the transportation staff officer. Although the transportation corps has primary responsibility, many other branches are involved. For example, the military police provide traffic control services and the engineers are responsible for road and bridge maintenance and construction.

3. Highway Traffic Division (HTD).

At corps and higher levels, there are transportation units that contain an element primarily concerned with highway traffic (Figure 1-1).

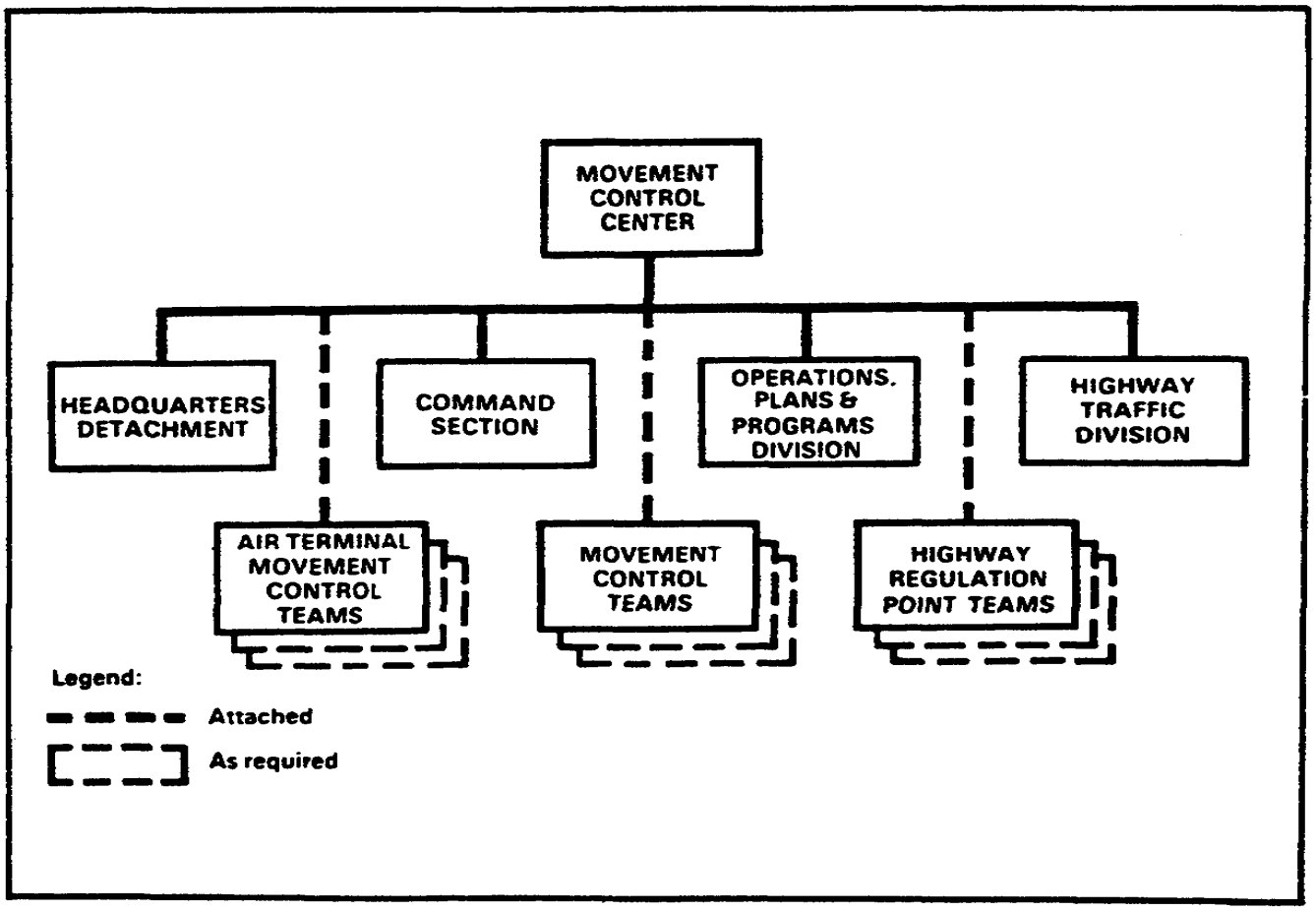


Figure 1-1. COSCOM Trans Org.

At division level, there is a transportation staff office that perform this function (Figure 1-2).

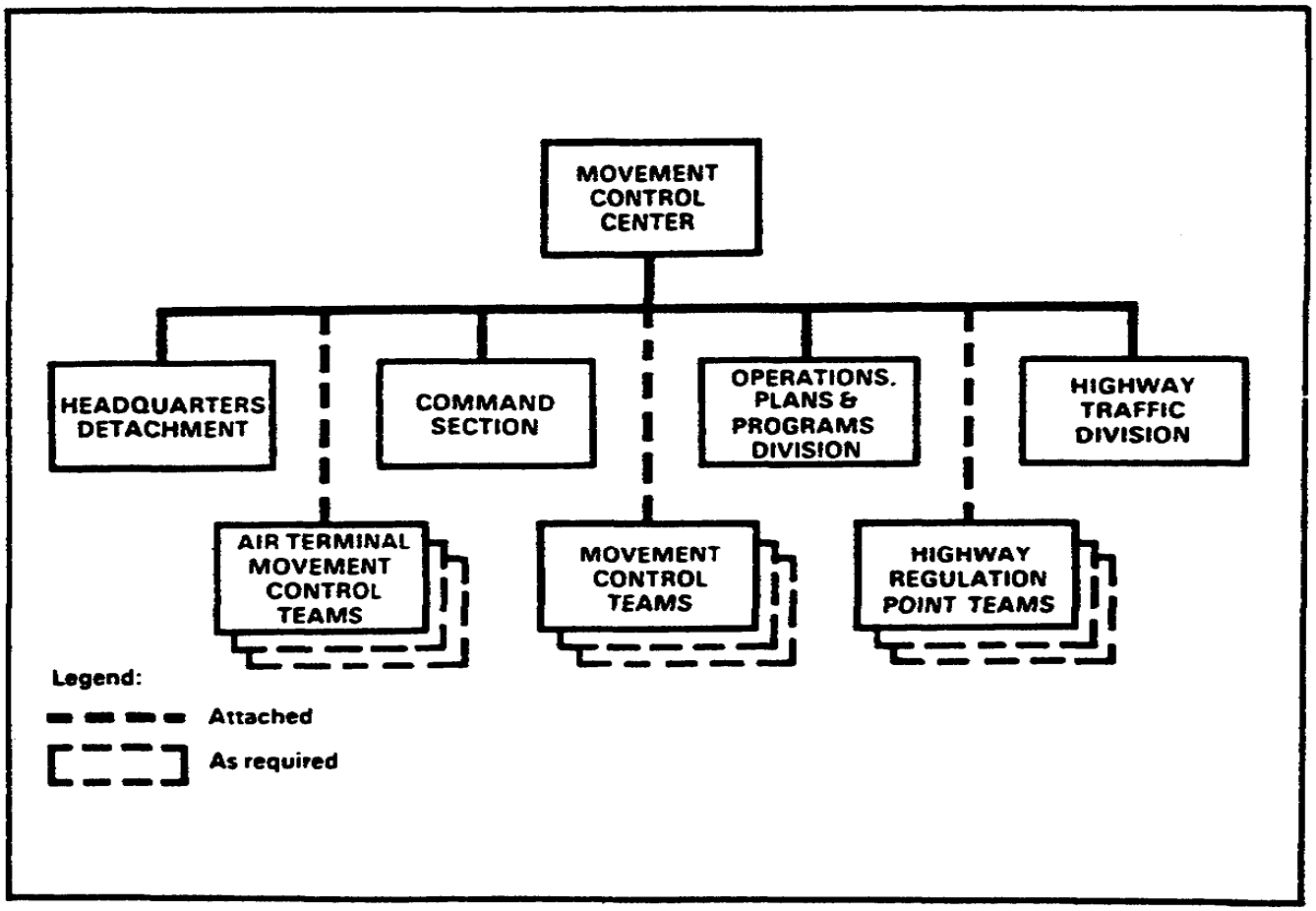


Figure 1-2. Division Special Staff Org.

Movement management in the division is performed by the division transportation officer (DTO) and the division support command (DISCOM) movement control officer. The purpose of the HTD is to form a centralized "nerve center." The HTD regulates the highway networks by planning, routing, scheduling, and directing road movements. The commander's priorities and the situation will determine how much regulation is required. An HTD is normally established at the corps and operates under the control of the movement control center (MCC).

a. HTD Functions

The functions of the HTD may vary, depending on the amount of movement expected and the capacity of the road net. It will normally perform most of the following functions and may be given others as well:

- o Formulates and maintains the highway regulation plan and the traffic circulation plan.
- o Acts as a clearing house for highway status information.
- o Implements established priorities for highway routing.
- o Processes route clearance requests.
- o Established procedures for reporting road conditions, highway construction, damage, etc.
- o Established main supply routes (MSR's) and alternates.
- o Issues traffic circulation overlays.
- o Maintains a situation map of the road net to reflect data on such things as obstructions, detours, defiles, capacities, enemy activity, and road conditions.
- o Consolidates/issues movement credits.
- o Modifies routings, schedules, and priorities as required by the situation.
- o Coordinates with the host nation for the use of highways.
- o Coordinates movements and exchanges information with adjacent HTD.

b. Division Transportation Officer

The division transportation officer performs the same functions (as well as others) as does the MCC at corps. He is a division special staff officer. (See Figure 1-2.) Do not confuse him with the division movement control officer (MCO) at the division support command. The division transportation officer is concerned with overall transportation functions in the division. These include preparing transportation plans and providing technical advice to the commander and staff. The MCO is responsible for the allocation of division transportation assets, and for obtaining additional transportation support.

c. Transportation Officer

The transportation officer's responsibilities include the following:

- o Supervising the HTD.
- o Preparation of the traffic circulation plan.
- o Scheduling of movements, to include consolidating them, if possible.

o Routing of movements over the highway network.

The transportation officer in charge of the HTD plans for highway regulation. The provost marshal implements the plan by providing circulation control. The various commanders have the responsibility for complying with the plans and regulations within their organizations.

4. BCC Plans.

a. Types of Plans

There are three major types of plans that are used to assist in BCC. These plans, when properly coordinated and distributed, allow all affected units to understand what is going on. The three plans are:

o Highway Regulation Plan.

o Traffic Circulation Plan.

o Traffic Control Plan.

In addition to these three plans, there are traffic regulations that must be followed. These regulations are somewhat similar to those that are used in peacetime, except that they are usually found in standing operating procedures (SOP).

b. Coordination of Plans

Probably the most critical step in every plan is that of coordination. Proper staff coordination serves three major purposes. First, it allows for the input of specialists in areas other than those of the action officer, so that this special knowledge is used in the plan. For example, a transportation officer needs the special knowledge of the MP in traffic control. The engineer provides information concerning road maintenance and construction. Secondly, staff coordination makes sure that the plan does not conflict with other things that may be going on. Thirdly, it is a way of making sure that all the affected agencies know about the plan.

Exactly who the plan, or regulation, is coordinated with will depend on the unit involved, the mission, and the situation. In any case, it is always better to coordinate a plan with too many agencies than to miss one or two that are critical to it. Failure to properly coordinate a plan or regulation fully and properly can result in disaster. The plan might conflict with other operations, or some key agencies may not "get the word."

Some of the more important, but certainly not all, of the agencies which might be included, and why, are discussed in the next paragraphs:

(1) ACOS G3 (or equivalent operations officer). The G3 has overall staff responsibility for operations in the organization. It is the central point where all that is going on comes together. His office knows what the

combat plans are and can therefore determine if the regulations/plans will support or conflict with those operations.

(2) Provost Marshal. A major mission of the military police is BCC. The military police enforce traffic regulations and implement most of the plans. Additionally, military police patrols and posts, because their duties require them to be on the roads constantly, are a major source of information. They also provide an emergency communications link.

(3) Engineer. The engineers are responsible for road and bridge maintenance. They also determine bridge and road classifications. Since the engineer also has many other responsibilities in the division area, he must balance his commitments, or perhaps request additional engineer assistance from elsewhere. Coordination allows him to determine both his priorities and what engineer support is required.

(4) Corps MCC. The corps MCC is responsible for highway traffic movements in the corps area. How the division plans to use the road net in its area has an impact on how the corps will use its net, and vice versa. Both plans must mesh completely to avoid major confusion. The corps MCC also ensures that a division plan/regulation does not conflict with the adjacent divisions' plans.

(5) Host Nation Representatives. Plans and regulations must be closely coordinated with host nation representatives, since civilian traffic may also be using the road. Additionally, the host nation may be able to provide support to the engineer and/or to the military police. Also, they would normally have the most detailed knowledge of the road network.

c. Highway Regulation Plan

Before an HTD can begin its traffic regulating activities, it must prepare a highway regulation plan. This is primarily the responsibility of the transportation officer. The plan concerns the capabilities of the existing road net to handle the traffic that must move over it. It is started well in advance of actual operations.

The plan is developed based on the size of the command, the road network, and the logistical situation. The mission, composition, and disposition of tactical units also affect the plan. The plan must be fully coordinated with other staff agencies, and among all levels of commands involved. In a division, for example, it would be coordinated with the division staff, host nation representatives, the brigades and division support command, and with corps. The key word in describing this plan is "capabilities."

d. Traffic Circulation Plan

The traffic circulation plan is also prepared and maintained by the transportation officer. It is normally in the form of an overlay showing how the road net is to be used and maintained. The key word here is "used." The

plan provides highway regulation information to highway users. Normally, it will include:

- o Route designator.
- o The most restrictive route features.
- o Direction of movement.
- o Location of boundaries, highway regulating points, traffic control posts, and location of principal units and facilities.
- o Major geographic features and light lines (if applicable).
- o Key MP traffic control measures.

An example of a traffic circulation plan is shown in Figure 1-3.

e. Traffic Control Plan

The provost marshal is responsible for preparing the traffic control plan. Normally, it is in map overlay form. It shows the control measures to be enforced on the road network. It is similar to the traffic circulation plan, but deals with the measures that will be taken to control traffic circulation. The key word here is "control." It would identify TCP locations, patrol areas, temporary signs, and other MP control measures. Figure 1-4 depicts a sample traffic control plan.

It may also show alternate routes and where new control functions will be needed if the MSR is blocked.

The traffic control plan is provided to the HTD for inclusion in the traffic circulation plan. The PM operations section keeps the plan current and provides changes to the HTD.

In summary, and to keep the three types of plans correctly in mind, it is helpful for you to remember the key word associated with each plan.

Highway regulation plan-capabilities.

Traffic circulation plan-use.

Traffic control plan-control.

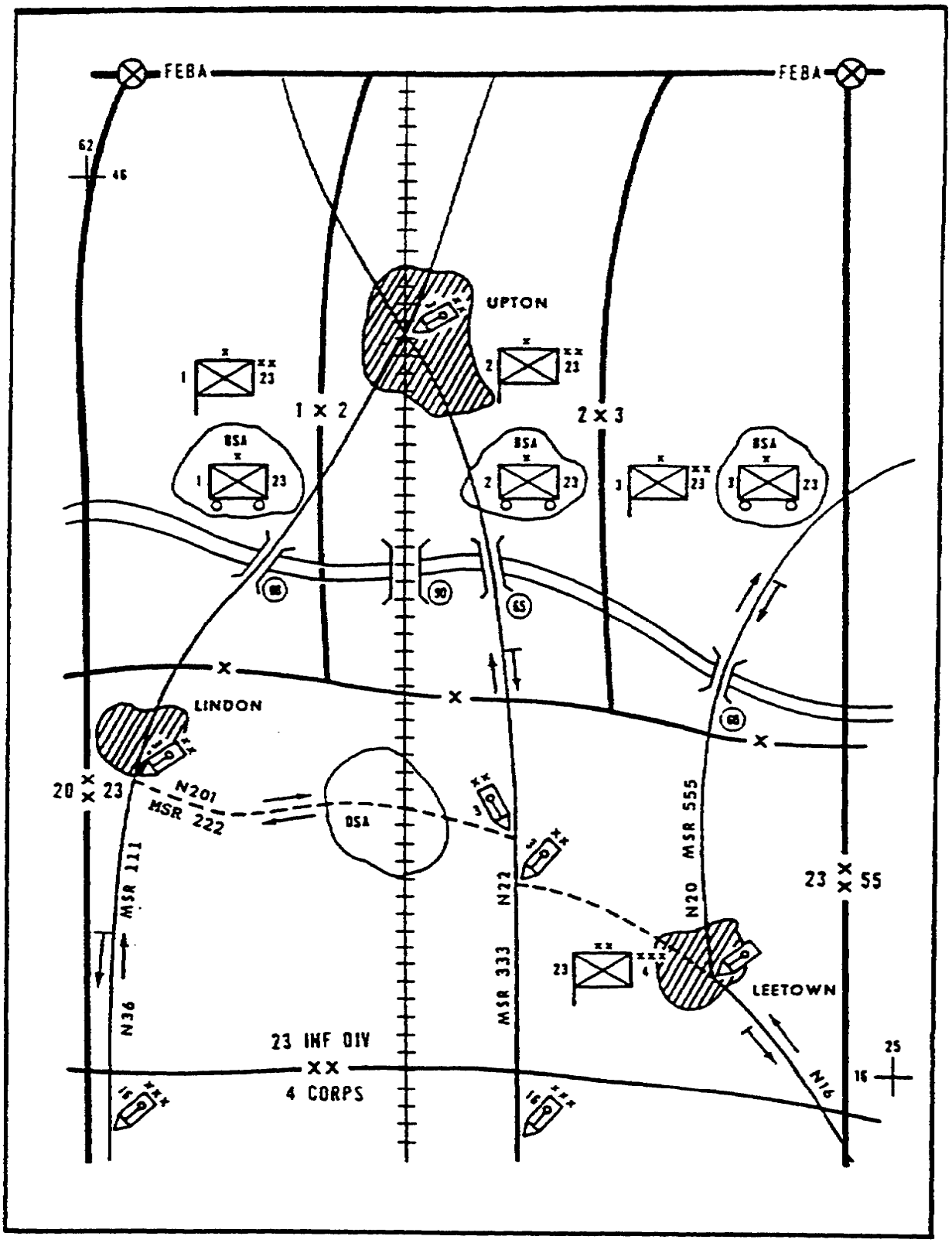


Figure 1-3. Sample Traffic Circulation Plan.

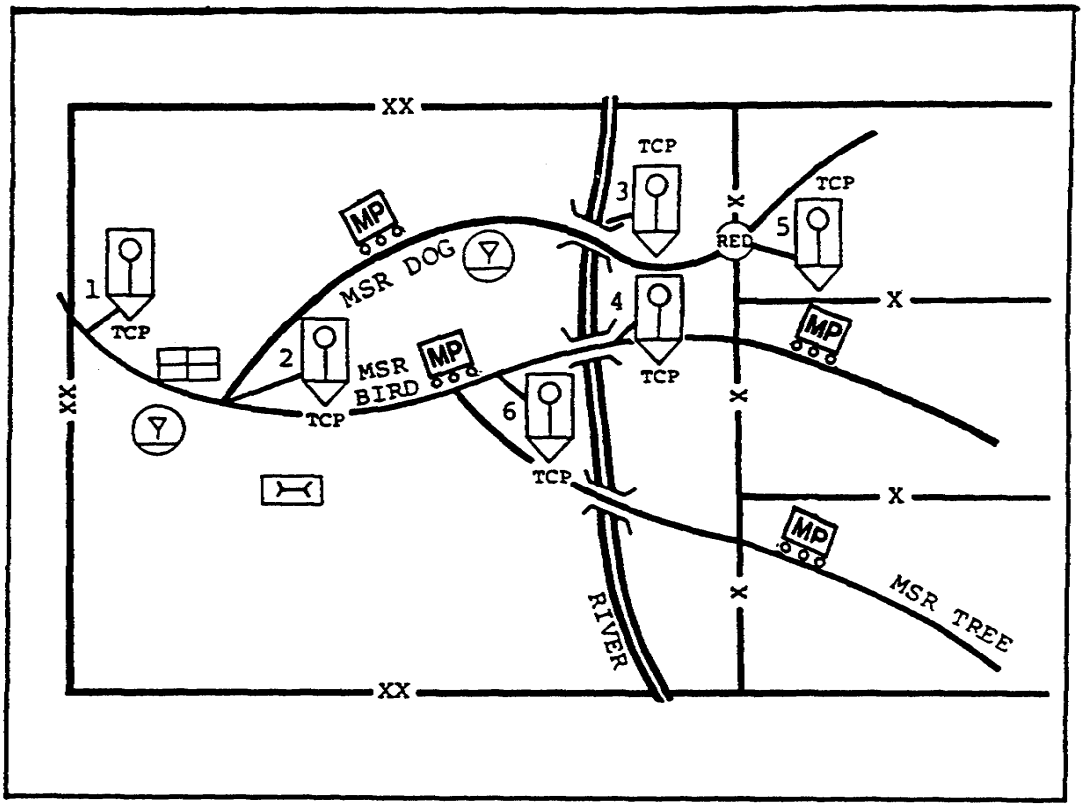


Figure 1-4. Sample Traffic Control Plan.

5. Movement Credits.

In addition to plans and regulations, there are other administrative methods used to gain the best use of the road network. One of the most important is movement credits. It allows the HTD to regulate traffic volume over selected routes. The system is so important that it has been standardized among the members of NATO. This is done through a series of standardization agreements (STANAG), which will be referred to throughout this subcourse.

Each column moving over certain portions of the road network must request a movement credit. The HTD issues movement credits for supervised, dispatch, and, when needed, reserved routes. Based on the commander's priorities and the situation, movement credits may also be required for certain other movements. When this is the case, it will be directed in local SOPs, orders, or regulations. Movement credits may be issued for one vehicle or a column of vehicles.

A movement credit carries a movement number, or an identification serial number. This number is used to identify the column during its entire movement. It is often referred to informally as "the convoy number." The

number is placed, often in chalk or some similar manner, where it can clearly be seen on the sides and, if possible, on the front of all vehicles in the convoy. Each element of the number provides certain information. These numbers, and their meaning, have been standardized in NATO through STANAG 1059 and STANAG 2154. An example of such a number might be:

25-USV-08.

The first two figures, in this case 25, show the day of the month on which the movement is to begin. Next are three or more figures that show the authority that organized the move. The first two letters are the symbol for the country involved; in this case, the United States. (See Figure 1-5.)

NATIONAL SYMBOLS FOR NATO TRAFFIC

Belgium	BE
Canada	CA
Denmark	DA
France	FR
Federal Republic of Germany	GE
Greece	GR
Iceland	IC
Italy	IT
Luxemburg	LU
Netherlands	NL
Norway	NO
Portugal	PO
Spain	SP
Turkey	TU
United Kingdom	UK
United States	US

Figure 1-5. National Symbols.

These letters are followed by an identification code of the command that organized the move. In this case, it is the US Fifth Corps. The last two numbers show the number of the movement; in this case, the 8th.

There are several reasons for using such a numbering system. It allows the column to move along selected routes without having to stop at every regulating point and TCP to identify itself and provide authority for its move. Additionally, it allows the regulating point or TCP to more easily report the convoy's passage to the HTD. With the number given in the example, should an MP patrol see a column moving on the 24th rather than the 25th, they would immediately know something was wrong and could take steps to correct the problem.

A movement credit is the authority for a column to move over designated routes. It shows the times when the first and last vehicles of the column are scheduled to pass the entry and exit points on the route. Movement credits are obtained by units through the HTD. How this is accomplished will be covered under the heading REQUEST FOR CONVOY CLEARANCE.

6. Highway Regulating Point Teams (HRPT).

In order to exercise control over the various types of routes, and to provide information, the appropriate transportation unit may establish highway regulating points. They will be manned by highway regulating point teams (HRPT) from the theater army movements control agency (TAMCA) or the corps MCC. They are placed at critical points along the MSR to carry out the traffic regulation plan and to report road and convoy status. HRPT monitor and report the progress of convoys, and relay instructions from the HTD to convoy commanders. They may also be required to perform traffic control functions when MPs are not available. When the host nation regulates the highways, they are used to provide liaison.

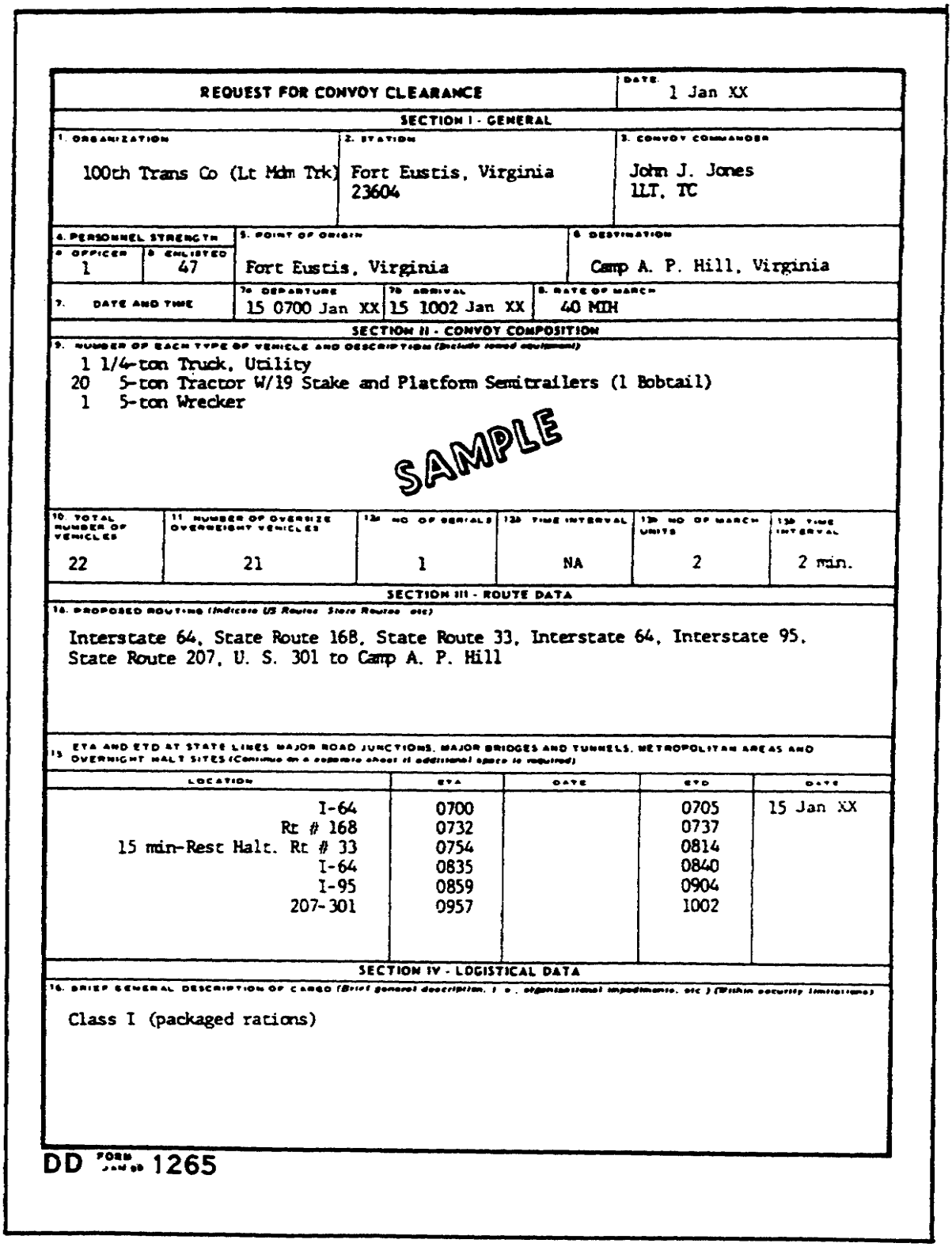
7. Traffic Control Posts (TCPs).

TCPs are set up at critical points along the MSR to control the movement of vehicles and personnel. They prevent delays and congestion and ensure that movement priorities are kept. TCPs enforce rules and regulations. Often they make adjustments for unscheduled road movements and make minor rerouting if necessary. They also serve as an information post and provide a communication link. MP maintain surveillance of friendly movements when requested by the MCO or HTD.

8. Request For Convoy Clearance.

When moving over selected routes and under certain locally prescribed conditions, it is necessary to obtain a movement credit or "convoy clearance." The unit making the move prepares DD Form 1265 (Request for Convoy Clearance) shown in Figures 1-6 and 1-7.

The form is submitted through channels to the HTD within whose area the movement will originate. The form itself serves two purposes. It is a request, and then it becomes the authorization. The HTD uses it to grant clearance and to issue instructions about the movement. The unit that is conducting the move initiates the form. When the HTD approves the request, they issue a movement credit and movement number, plus any additional instructions that may be required. Although normally submitted in writing, in emergencies the information may be transmitted electrically or orally. If the HTD is unable to grant the clearances at the time requested, it will contact the requesting unit to arrange a different time and/or route.



REQUEST FOR CONVOY CLEARANCE — DATE: 1 Jan XX

SECTION I - GENERAL

1. ORGANIZATION	2. STATION	3. CONVOY COMMANDER
100th Trans Co (Lt Mdm Trk)	Fort Eustis, Virginia 23604	John J. Jones 1LT, TC

4. PERSONNEL STRENGTH		5. POINT OF ORIGIN	6. DESTINATION
a. OFFICER	b. ENLISTED		
1	47	Fort Eustis, Virginia	Camp A. P. Hill, Virginia

7. DATE AND TIME	7a. DEPARTURE	7b. ARRIVAL	8. RATE OF MARCH
	15 0700 Jan XX	15 1002 Jan XX	40 MIH

SECTION II - CONVOY COMPOSITION

9. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION (Include towed equipment)

1 1/4-ton Truck, Utility
20 5-ton Tractor W/19 Stake and Platform Semitrailers (1 Bobtail)
1 5-ton Wrecker

SAMPLE

10. TOTAL NUMBER OF VEHICLES	11. NUMBER OF OVERSIZE OVERWEIGHT VEHICLES	12a. NO OF SERIALS	12b. TIME INTERVAL	13a. NO OF MARCH UNITS	13b. TIME INTERVAL
22	21	1	NA	2	2 min.

SECTION III - ROUTE DATA

14. PROPOSED ROUTING (Indicate US Routes, State Routes, etc)

Interstate 64, State Route 168, State Route 33, Interstate 64, Interstate 95, State Route 207, U. S. 301 to Camp A. P. Hill

15. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES (Continue on a separate sheet if additional space is required)

LOCATION	ETA	DATE	ETD	DATE
I-64	0700		0705	15 Jan XX
Rt # 168	0732		0737	
15 min-Rest Halt. Rt # 33	0754		0814	
I-64	0835		0840	
I-95	0859		0904	
207-301	0957		1002	

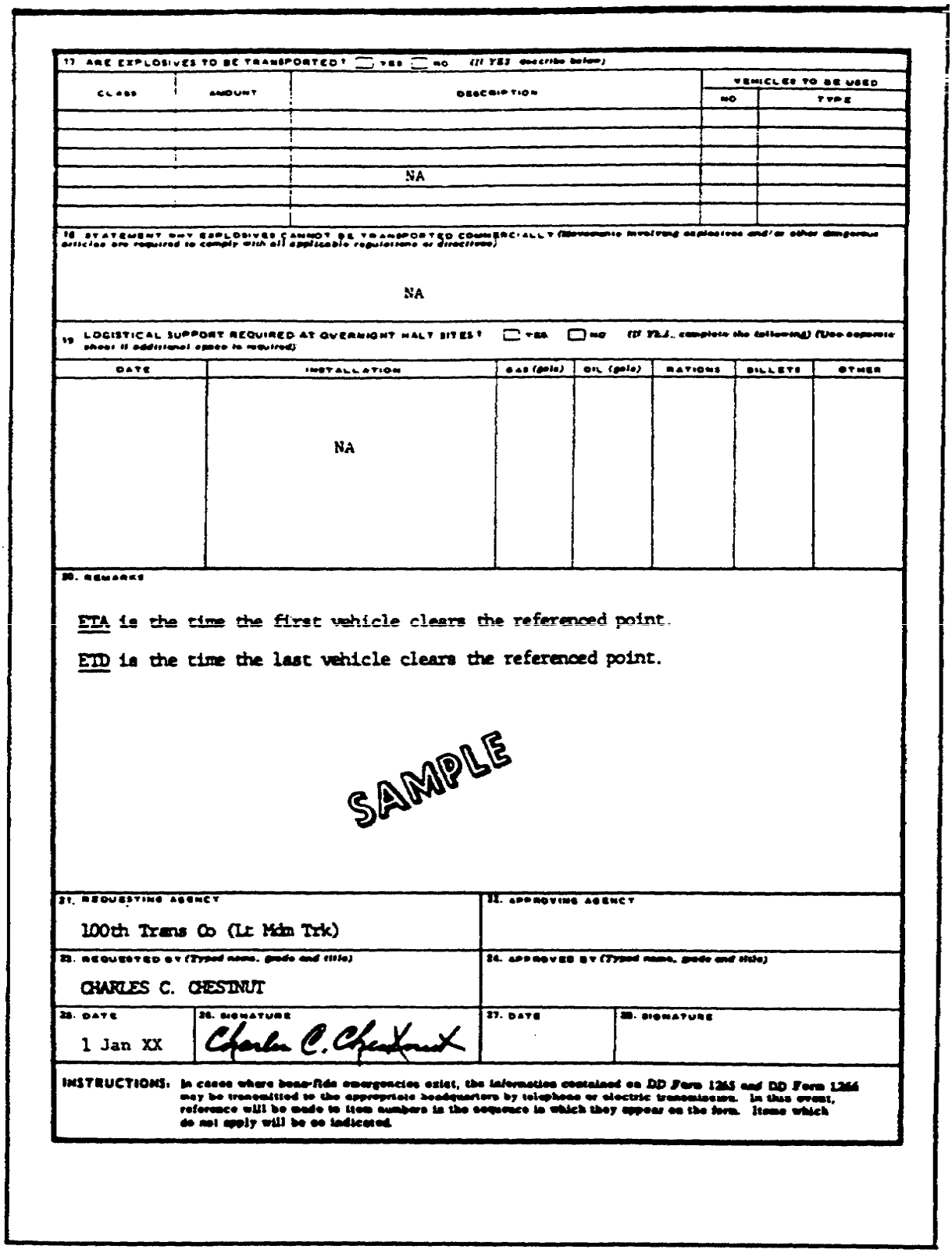
SECTION IV - LOGISTICAL DATA

16. BRIEF GENERAL DESCRIPTION OF CARGO (Brief general description, i. e., organizational impedimenta, etc.) (Within security limitations)

Class I (packaged rations)

DD FORM 1265

Figure 1-6.DD Form 1265.



17 ARE EXPLOSIVES TO BE TRANSPORTED? ☐ YES ☐ NO (If YES describe below)

CLASS	AMOUNT	DESCRIPTION	VEHICLES TO BE USED	
			NO	TYPE
		NA		

18 STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALLY (Shipments involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)

NA

19 LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? ☐ YES ☐ NO (If YES, complete the following) (Use separate sheet if additional space is required)

DATE	INSTALLATION	GAS (gals)	OIL (gals)	RATIONS	BILLETS	OTHER
	NA					

20. REMARKS

ETA is the time the first vehicle clears the referenced point.

ETD is the time the last vehicle clears the referenced point.

SAMPLE

21. REQUESTING AGENCY	22. APPROVING AGENCY		
100th Trans Co (Lt Mdm Trk)			
23. REQUESTED BY (Typed name, grade and title)	24. APPROVED BY (Typed name, grade and title)		
CHARLES C. CHESTNUT			
25. DATE	26. SIGNATURE	27. DATE	28. SIGNATURE
1 Jan XX	Charles C. Chestnut		

INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmissions. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.

Figure 1-7. DD Form 1265 (Back).

9. Types of Convoy Control.

Control of motor movements can be done in two ways. First, it may be done by the unit making the movement. Second, it may be accomplished by the commander through whose area the convoy is moving. In most cases, it will be a combination of both.

a. Unit Control

This kind of control is always exercised during motor movements. The unit commander whose vehicles are using the road makes sure that his supervisors and drivers obey:

- o Rules of the road.
- o Traffic laws and regulations.
- o Speed limits.
- o Time and distance gaps in the convoy.
- o Routing plans.
- o Schedules.
- o March discipline.

b. Area Control

Convoy commanders will want to learn all they can about control policies in areas through which they will pass. This is an essential part of convoy planning. Area control is planned by the HTD for the area. It is supervised by the military police for traffic control. Area control may be carried out by use of:

- o Highway regulating points.
- o Traffic control posts.
- o Mobile patrols.
- o Road maintenance patrols.

10. Convoy Support Requirements.

One of the reasons for establishing an HTD is to ease coordination of convoy movements. The convoy commander, however, is responsible for effecting this coordination. What type of support, and how much, as with most things in a combat environment, will depend on several factors. These would include the type of unit making the move. The kinds of cargo the convoy may be carrying may be important. The priority of the movement must

also be considered. As with most procedures, when in doubt, it is better to coordinate than miss an element. Some of the elements and the type of support they might provide a convoy commander are discussed below.

a. Military/Civil Police

Police agencies are responsible for providing traffic control along the route; Close coordination and cooperation can expedite the movement of convoy and keep it on schedule. In certain cases, the police may provide an escort for a convoy. This would depend on the convoy's priority, cargo, and the availability of police to conduct the escort.

b. Medical

Many units do not have organic medical personnel. Medical support may be attached to the convoy for the movement. Another type of medical support is the use of aid stations along the route. These are established by the area commander. Should neither of these be available, the convoy commander should know where and how to request aid enroute.

c. Maintenance

Most units making a convoy move have their own maintenance element. However, the convoy commander should ensure that backup maintenance elements are available. In some situations, the area commander may provide roving maintenance patrols to assist.

d. Combat Elements

If the convoy is moving through an area of high threat, combat units may secure critical points along the route to protect the convoy. This may include the provision of air cover or support. Even when direct support is not provided, the convoy commander should know how to obtain such support in an emergency.

11. Traffic Scheduling Principles.

Any convoy movement, and many individuals moves, will be subjected to scheduling. In scheduling highway movements, certain principles are followed. The purpose of these principles is to move the maximum amount of highway traffic as quickly as possible with the minimum amount of confusion, while staying within the commander's priorities. General principles that are followed are discussed below.

a. Intra-area Movements

Intra-area movements are movements which begin and end in the same area. They are accomplished by the HTD for that area.

b. Inter-area Movements

Inter-area movements are those which begin in one area and end in another. Inter-area movements are coordinated between all the HTD involved. The HTD in the area where the movement starts grants the movement credit and assigns the movement number.

c. General Rules

- o A round-trip that is finished in 24 hours or less is treated as one movement. If the round-trip takes more than 24 hours, it is treated as two different movements.
- o A movement in one direction, no matter how long it takes, is treated as a single movement. It keeps the same movement number.
- o When a column is so large that it must be broken into march units, the march units are identified by adding a letter at the end of the movement number. For example, convoy 03-TUV-01 may become 03-TUV-01A and 03-TUV-01B.
- o Approved schedules and movement numbers are provided the HRPT and the provost marshal so that highway regulation and traffic control can be provided.

PART B - PLAN AND ESTABLISH A TRAFFIC CONTROL POST

1. General.

Battlefield circulation control (BCC) is a major mission for MP. BCC ensures combat troops, equipment, and supplies move with as little interference as possible on the main supply route (MSR). Military police support must be flexible in BCC. Both tactical situations and route conditions may change quickly. The need for such control on the battlefield is critical. Enemy forces may interdict the MSR. This creates confusion and disrupts movement. Extensive rerouting may be required. Shocked and disoriented soldiers must be controlled and returned to their units. Refugees and abandoned civilian vehicles may clog MSRs. This causes the movement of combat forces to be slowed. The changing nature of the battlefield requires that information be provided friendly forces quickly.

MP leaders must be able to plan and supervise BCC operations. They must be able to reconnoiter routes, enforce MSR regulations, control refugees and stragglers, and collect/provide information. In addition, they must be able to support river crossing operations. They use a combination of BCC and other MP missions to accomplish this.

This lesson will deal with the task of planning to support BCC by the establishment of TCPs. Proper planning is critical to the operation of TCPs. TCPs in the wrong location, without the proper personnel and equipment, are worse than no TCPs at all. The following paragraphs will outline the procedures for planning TCP operations.

2. Evaluate Personnel Needs and Availability.

Correctly evaluating the number of MP required to operate a TCP is a critical task for a MP supervisor. This process will ensure full and proper use of manpower available. There are many considerations that must be considered in evaluating the manning of TCPs.

Whenever possible, MP selected for TCP duty should be trained, and preferably experienced, in all the functions that a TCP must perform. As with many military police operations, they will often be operating well away from the unit headquarters and must be capable of making informed decisions.

a. Determine the Need

MP set up TCPs at critical points on MSR to control the movement of vehicles and personnel. The number of MP and the types of weapons and equipment needed to man a TCP are based on mission, enemy, terrain, troops, and time available (METT-T).

(1) Mission. A TCP is located at a critical point in the road network. Its primary function is to assist in the regulation of the flow of traffic. In a combat environment, it will perform other missions as well. It may well find itself also serving as a substitute for a transportation highway regulating point. The missions to be assigned must be evaluated to determine if more than the normal number of MP will be required to perform them.

(2) Enemy. The enemy threat must be carefully evaluated. It will provide information that will indicate what type of action may be expected. This may not only affect the number of military police assigned to a TCP, but much of their equipment as well.

(3) Terrain. Careful consideration must be given to the terrain. The location of the roads and what surrounds them will affect where you may place personnel. If the area gives good visibility for the enemy, and/or cover and concealment, it will affect your security. You will have to evaluate the terrain, therefore, from two aspects. First, how it affects your traffic control mission, and secondly, from a security standpoint. When considering terrain, it is helpful to remember the key word “OCOKA.” OCOKA will be discussed in detail in Lesson 2.

O-Observation and fields of fire.

C-Cover and concealment.

O-Obstacles.

K-Key terrain.

A-Avenues of approach.

(4) Troops. The number of personnel available will influence how many may be selected for TCP duties. You must also consider what equipment is available.

(5) Time. The length of time that the TCP must be operational will also affect how many personnel are needed. Additional personnel may be required if the TCP is to be operated for extended periods. Whether you will be operating all day and all night, or only part of the time, must also be considered.

b. Determine Number Required

The number of MP required to man a TCP will vary, based on the above factors. Once you have evaluated those factors, you can then determine how many MP will be required. A TCP is normally manned by one MP team of three people. The factors of METT-T may require that additional personnel be assigned. Additional MP should be assigned on a team basis; this preserves unit integrity.

c. Determine Availability

You must review several factors to determine how many MP may be available to perform TCP duties. A military police unit is required to perform many missions in the area of operations. All of these demands will be competing for the available manpower.

The strength of the unit is a primary factor of consideration. The unit may or may not be at full strength. In some cases, it may have been augmented. Another factor to consider is the missions already being performed by the unit. Each of them will also be making demands on unit personnel. How the unit is operating will also affect manpower availability. If the unit is operating its own cantonment area, it increases demands on the unit for security and housekeeping, as opposed to being stationed with other units, where these tasks can be shared. Consideration of these factors will determine the number of MP not assigned to other operations. If there are an insufficient number to man the TCP, you must then recommend to the commander how to distribute the personnel that are available. In other words, the missions must be prioritized and resources distributed accordingly.

3. TCP Location Selection.

The proper location of a TCP is critical to the successful control of traffic in the area of operations, as well as the safety and security of the personnel operating it. The initial location of the TCP will have been specified in the traffic control plan.

a. Location

The location of each TCP is given in the traffic control plan prepared by the PM operations section. In addition, in the orders you will be told the missions that the TCP is going to perform and their priority. The first priority will always be control of the traffic flow. Other missions, however, may be assigned. These may include straggler and/or refugee control. Another possible task may be to serve as a highway regulating point in addition to being a TCP.

b. Selection Factors

The provost marshal or company commander will have determined the general location of the TCP. In making that determination, he will have considered many factors. The primary factor will be the need for regulation of traffic. This will have been determined in coordination with the transportation officer. The determination is based on how much regulation of traffic is required, as well as on movement priorities.

The TCP will be located at a critical point in the highway network. This is usually a key intersection where the possibility of traffic congestion is high. For example, a TCP may be required where two MSR intersect.

Consideration will have been given as to whether other means might be able to accomplish the task. A major consideration in this respect will have been the personnel resources available. Additionally, the provost marshal will have considered whether temporary signing could be employed. Since personnel resources are often limited, consideration will have been given to sharing duties between MP TCPs and transportation highway regulating points.

4. Types of Routes.

One of the most critical factors in determining the need for TCPs and their location is the degree of control that will be required. The area commander is responsible for this determination. He accomplishes this through the transportation staff officer and/or the highway traffic division (HTD).

There are five types of route classifications. They are open, supervised, dispatch, reserved, and prohibited. Route classification is used to place the minimum amount of control on the road net that will still facilitate movement. Each of the five categories indicates a degree of restriction. These definitions have been standardized in NATO through Standardization Agreement (STANAG) 2151.

a. Open Route

An open route has the least control exercised on it. It is used when the volume of traffic is light to moderate and/or there is a highly developed, all-weather road system. On an open route a movement credit (convoy clearance) is not required. Traffic control points will only be provided at the most critical points. These will usually be intersections which are confusing, or where a high density of crossing traffic is expected. Standard traffic regulations will be enforced.

b. Supervised Route

A supervised route is designated when there are some limitations on the road network and/or the volume of traffic is fairly dense. The highway traffic division or equivalent authority will exercise a limited amount of control. There will be an increase in the number of TCPs required as compared to an open route. Access to the route may be regulated either by TCPs or transportation highway regulating points. A movement credit will be required for columns of ten or more vehicles.

c. Dispatch Route

A dispatch route is used when there is a high volume of traffic, a limited road net, and/or a large number of obstructions on the road. It will be fully controlled by the HTD or equivalent. Movement credits will be required for all vehicles, including single vehicles. Such credits will be granted based on a priority system. Both organizational and area control will be required.

d. Reserved Route

The commander, through the HTD, may set aside a specific route. This is called a reserved route. It may be set aside for the sole use of a certain unit, for a specific operation, or for a specific type of traffic. A historical example was the "Red Ball Express" in the European theater during World War II. Specific routes were set aside for the exclusive use of these transportation units while hauling critical supplies to the front. Those routes are what we now term reserved routes. How much control is exercised over the route will depend on the reason for it being designated a reserved route. That will be determined by the commander designating the route. The amount of control on the route will also determine how many TCPs may be required.

e. Prohibited Route

The final type of route classification is prohibited. It is perhaps the easiest to define. The route is exactly as its name implies, prohibited. It is closed to all traffic. The commander will determine when a route is prohibited. How many TCPs are required will depend on the traffic network and the reason for the route being prohibited. In some cases, no TCPs may be required since the engineers may be able to erect temporary barricades. At other times, TCPs may be required to keep traffic from using the route.

5. Task Squads to Operate TCPs.

You, as a platoon sergeant, will be tasked to establish TCPs. This includes assigning the missions to the squads of the platoon. All of the factors discussed so far in this lesson will have to be examined in order for you to do this. You have to distribute the tasks to accomplish the mission of operating a series of TCPs. How you accomplish this will depend on the manpower available, the number of personnel required, and the tasks to be performed.

a. Determine Squad/Team Needs

A TCP is usually manned by one team of three people. A squad usually consists of three teams. The number of squads/teams can, however, vary with METT-T. You must analyze the mission order, so as to determine the number of teams required to perform the TCP mission. Once placed in operation at a TCP, a team continues their mission until they are told to stop the operation. They must be prepared to operate for extended periods of time. This will affect the number of personnel used and the types of equipment that will be required. In determining the number of teams required, you must keep in mind the mission of the TCP and the role each individual MP is required to perform.

b. Identify Tasks

When an MP team operates a TCP, the team leader provides leadership and maintains communications. A second MP watches the flow of traffic. When the volume of traffic begins to delay movement at the TCP, he moves to the center of the road and directs the flow of vehicles and personnel. The third MP provides security and relieves the second MP. Because the MP in the road is an easy target for terrorists and enemy agents, all teams members must be especially alert for such activity.

6. TCP Tasks.

How many personnel are assigned depends in large measure on the task the TCP is required to perform. There are seven functions that a TCP almost always performs. Others may be assigned as required by the situations. The following paragraphs describe the seven most common functions.

a. Circulation Control

The primary mission of a TCP is circulation control. TCPs are established to expedite the flow of traffic along the MSR, in accordance with the commander's priorities. In order to accomplish this a TCP prevents delays and congestion, enforces rules and regulations concerning road use, makes adjustments for unscheduled road movements, and are prepared to make minor rerouting as necessary. A team manning a TCP must fully understand the movement priorities of the commander.

At TCPs, MP will enforce MSR regulations. Violations of regulations can be expected during combat support operations. The mission of the TCP is to help move vehicles and convoys along the MSR. It is not to apprehend violators, but to make corrections if required. MP watch the movement of vehicles and stop those that are not following MSR regulations. The convoy commander is told why the convoy was halted so that he can take immediate

corrective action. When immediate corrective action cannot be taken, the team leader records the key information about the incident and notifies his squad leader or other appropriate authority. The team leader must exercise mature judgment. Vehicular flow interruption should be held to the absolute minimum.

b. Straggler and Refugee Control

Plans must be made to handle both refugees and stragglers. During conventional warfare or in a nuclear environment, this can become a severe problem. This is because mass movements, particularly of refugees, will take place on the natural lines of drift. One of the most common lines of drift are the major highways. Masses of refugees tend to obstruct the flow of traffic, which increases the importance of the TCPs mission to keep the MSR open.

At TCPs, MP control stragglers and refugees. TCPs help military personnel who have become separated from their units to return to their units. If the personnel cannot be reunited with their units, MP direct them to a straggler collecting point. If they are injured, MP place them in medical channels. The team makes sure that refugee traffic does not delay authorized military traffic. The team does this by redirecting the refugees to a new route, or by temporarily halting them until the MSR is open. Refugees must not be allowed to hinder the flow of military traffic.

c. Intelligence Gathering and Reporting

The MP must be aware of the importance of gathering intelligence and passing his observations through the chain of command. All unusual occurrences, including the activities of local inhabitants, should be observed and reported. The team watches for activity by guerrillas, conventional enemy forces, and enemy aircraft. Drivers using the MSR may stop at the TCP to report suspected or actual enemy activity along the MSR. The team relays spot reports (SPOTREP) of enemy sightings or activity. A sample SPOTREP is shown in Figure 1-8.

ALPHA-Who is the observer or the source? **DELTA-Doing what (if moving, direction, speed, and altitude)?**

BRAVO-What? How many? How equipped?

CHARLIE-Where and when? **ECHO-What is the MP element doing?**

Figure 1-8. SPOTREP for Enemy Information.

In particular, the team looks for information relating to the enemy's size, their activities, their location, the type of enemy unit, the time the enemy was seen, and the equipment they were using. MP use the key word SALUTE as a memory device to remember this information.

S--What was the size of the enemy force?

A--What activity were they engaged in?

L--What is the location of the enemy?

U--What type of enemy unit was seen?

T--What time was the enemy seem?

E--What equipment were they carrying?

When in doubt about whether or not to report information, either from observation by team members or from passing drivers, report it. Each little piece of information adds to the picture puzzle that intelligence personnel are constructing. An incident that may not seem significant to you may be the key to the puzzle when placed with information received from other sources.

Since military police rely in large measures on radio communications, there is a high degree of likelihood of encountering electronic warfare. An electronic warfare report is submitted when the radio operator is subjected to electronic warfare. Meaconing, intrusion, jamming, and interfering (MIJI) is a set of phenomenon associated with electronic warfare interference jamming. A detailed discussion of MIJI is in FM 32-20. The person who experiences MIJI is responsible for reporting the incident. The SOI usually has instructions on how the report must be prepared. A sample format of a MIJI report is illustrated in Figure 1-9.

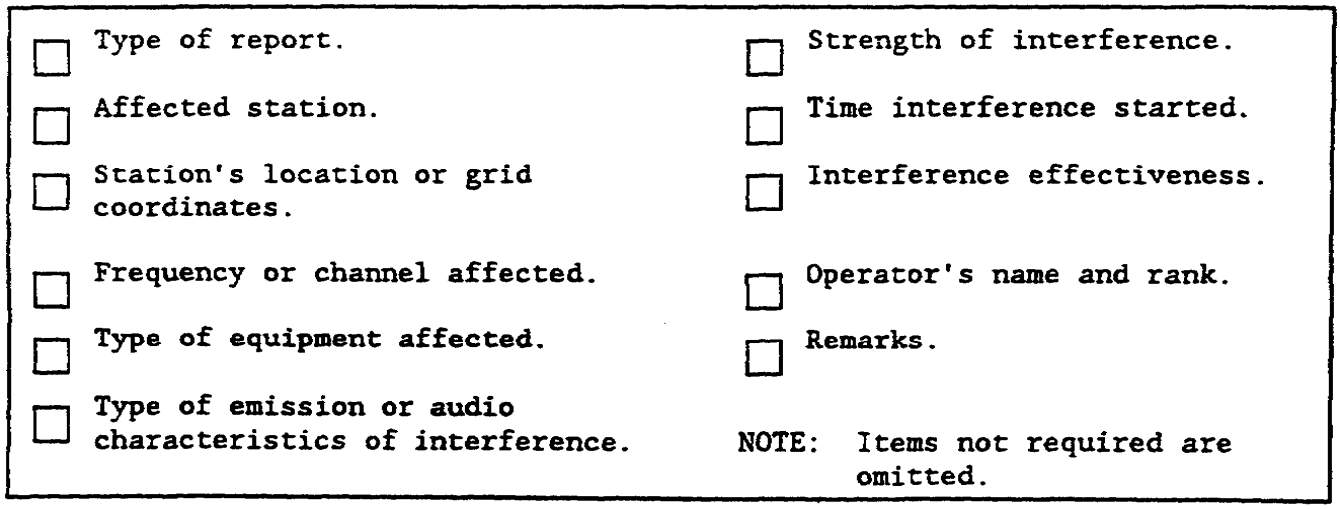


Figure 1-9. MIJI Report Format.

d. Information Dissemination

The TCP is ideally located to provide information. Since the TCP is at a critical intersection, most of the traffic will pass its position. The team is a communications link to units using the MSR. They can convoy information about route conditions, enemy activity, contaminated areas, unit locations, and other information MSR users may need. However, the team takes care to establish the identity of the person asking for such information. Tactical information, such as the location of units, is given only to persons authorized to have the information. The team uses all operations security (OPSEC) procedures to help keep the enemy from gathering information.

e. Security

Military police have a very important security mission at TCPs. They must be able to secure themselves and their position. This is done by establishing their position at a location that has cover and concealment, good fields of fire, and communication. They must be ready to provide a temporary delay or withstand attack by small enemy forces. Often, due to their location, the team will be first in the warning system for air, ground, or NBC attack.

The equipment used at a TCP is valuable to enemy forces. The SOI reveals friendly frequencies, call signs, and order of battle. The maps may show the locations of key facilities and units. MP teams must be ready to destroy their equipment if they are attacked and it seems likely that this information could fall into enemy hands.

A TCP also assists in route security. It provides a strong point along the route and is located at a critical point. It serves as a vital "anchor," between which the mobile patrols and convoy escorts operate. It provides a safe haven for mobile patrols to retire to when under attack by enemy forces.

f. Reporting

At TCPs, military police maintain surveillance of friendly movements when the highway traffic division (HTD) so requests. The team leader assigns one man to keep a record of convoys passing through the TCPs. This information is used by HTD to keep track of the progress of convoys.

The team compiles the information into a passing report. There is no set format for a passing report. The division or corps transportation officer and the provost marshal will adopt a format. The format will usually be prescribed in the standing operating procedures (SOP). Passing reports usually include the TCP location, the date, convoy identification number, the time the first and last vehicles passed the TCP, and the number of vehicles in the convoy.

The TCP may also be required to submit diversion and holding reports. The format and security requirements for these two reports are the same as those just discussed for passing reports. A diversion report identifies any changes made in the destination of a shipment during movement. They include information on the identification of vehicles, times, dates, and the new destination of the vehicles. Holding reports identify the delay of movement in traffic, to eliminate or prevent congestion in the road network. The report usually includes the reasons for the delay, along with the information contained in a passing report.

The information contained in these reports is sensitive. The reports will either be picked up at the TCP or transmitted in code, or over secure radio nets. The squad leader compiles the reports into one report. He then forwards the report as required in the SOP. In some cases, however, the SOP may require the TCP team leader to report the information directly to the HTD.

7. NBC Monitoring.

When operating in an area of operations where there is a possible NBC threat, the team monitors for radiological contamination. Additionally, it may be required to monitor for chemical and biological contamination. Radiological monitoring is conducted using the IM-174 radiac meter or equivalent. For chemical environments, the M8 chemical alarm supplemented by either chemical detection paper or a chemical detection kit will be used.

When contamination is detected, the team leader ensures the team takes the following actions:

- o First, take immediate protective measures. The team must be able to operate in a contaminated environment.
- o Gathers and reports the data needed for the unit to make an NBC-1 report.
- o Posts NBC warning signs. See Figure 1-10 sample signs.
- o Requests instructions for moving traffic in or through the contaminated area.
- o Prepares to seal off the area and direct traffic to an alternate route.

NBC reports are submitted to inform appropriate headquarters of NBC attacks and the resulting contaminated areas. These reports have been standardized in NATO (STANAG 2103). Each line of information has a specific meaning and identifies a specific item. For example, the letter "B" always identifies the location of the observer. The letter "H" identifies the type of burst in a nuclear situation, or the type of agent in a chemical or biological situation. The NBC reports most commonly transmitted by MP elements are the NBC-1 and NBC-4 reports. Examples of these reports are given in Figures 1-11 and 1-12.

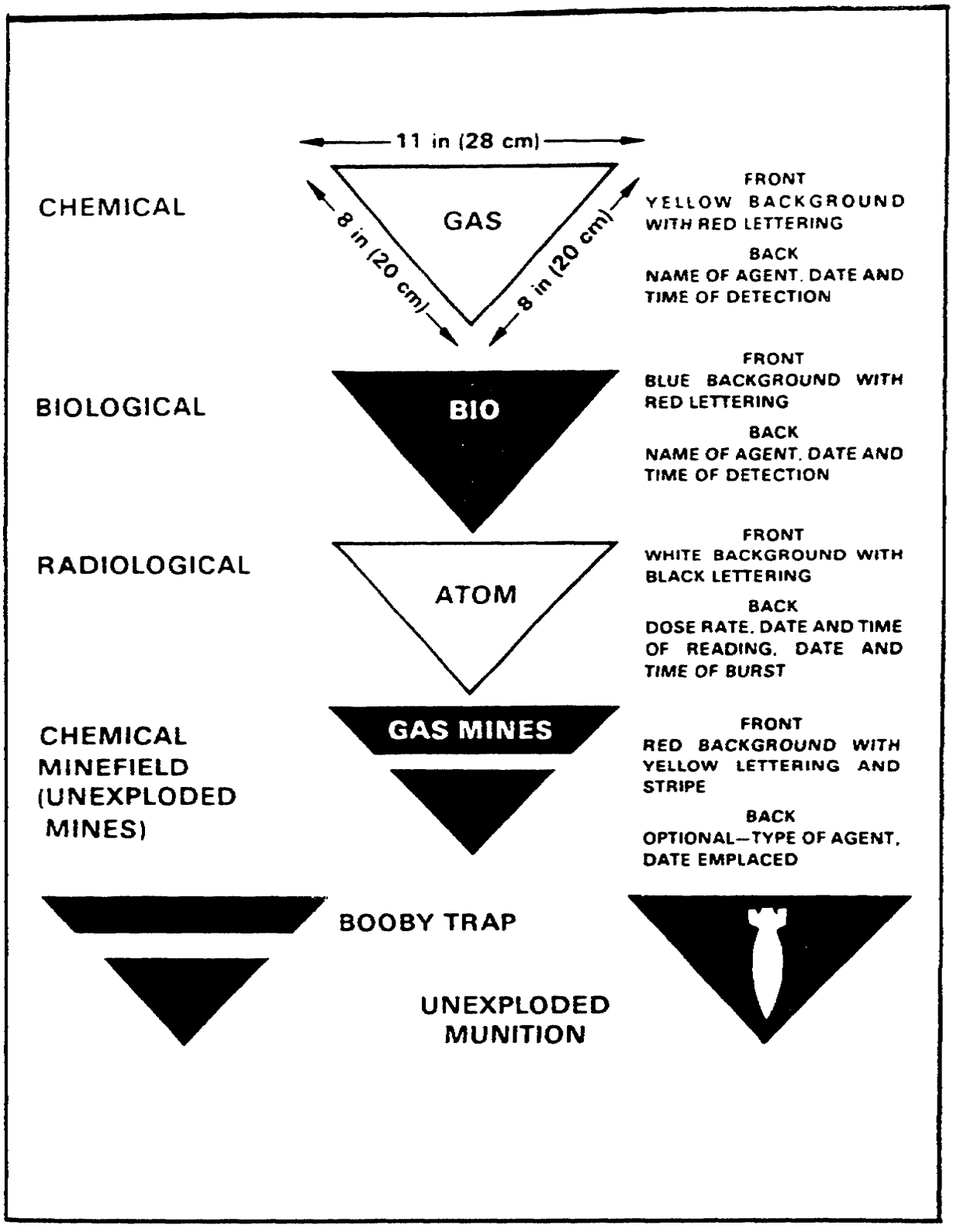


Figure 1-10. Markers of Contaminated or Dangerous Land Areas.

NBC-1 (Nuclear) Report	NBC-1 (Chemical) Report	NBC-1 (Biological) Report
B. TU 440810	B. MARBERG	B. PA 140210
C. GRID 242 DEG	C. MAGNETIC 30 DEG	D. 260400 ZULU
D. 270400 ZULU	D. 280600 ZULU	E. 260412 ZULU
H. unknown	E. 280610 ZULU	F. 0 BERG ACTUAL
J. 65	F. TU 459830	G. Aerial Spray
L. 10 DEG	G. Rocket	H. Biological
	H. Nerve	
	I. 135	

Items D and H and either B and C or B and F (actual) must always be reported. Other items are optional.

Figure 1-11. Examples of NBC-1 Reports.

NBC-4 Report		
INITIAL DOSE	Q. LB 123987	
	R. 1 initial	
	S. 201735 ZULU	

NBC-4 Report		
PEAK DOSE	Q. LB 123987	
	R. 60 peak Outside	
	S. 200805 ZULU	

This report is not used for chemical or biological reports. ***A detailed discussion of all NBC reports can be found in FM 21-40.***

Figure 1-12. Examples of NBC-4 Reports.

The NBC-1 report is used by the observing unit to record its observation concerning enemy nuclear, biological, or chemical attacks. The NBC-1 report is essentially a spot report. Your report will be consolidated with others at the appropriate level, usually division or equivalent.

The NBC-4 report is used for radiation dose rate measurements. Usually, the unit will submit two reports, one on initial contact and one for peak dose rate.

LESSON 1

PRACTICE EXERCISE

INSTRUCTIONS

This practice exercise will show you how much you have learned in this lesson. Answer each question. When you are done, turn the page to check your answers.

1. Which of the following is normally a task of a TCP?

   A. Circulation control.
   B. Rear area security.
   C. EPW/CI evacuation.
   D. All of the above.

2. A TCP is normally manned by an MP team that consists of:

   A. 2 men.
   B. 3 men.
   C. 4 men.
   D. 5 men.

3. Which of the following types of routes require a convoy clearance for all vehicles?

   A. Open.
   B. Prohibited.
   C. Supervised.
   D. Dispatch.

4. The primary mission of a TCP is:

   A. straggler and refugee control.
   B. circulation control.
   C. intelligence gathering.
   D. NBC monitoring.

5. Which of the following is the first action of a TCP team when NBC contamination is detected?

   A. Seal off the area.
   B. Stop all traffic.
   C. Take immediate protective measures.
   D. Submit an NBC-1 report.

6. TCP engage in refugee control when required. Which of the following statements is correct?

A. Refugees must not be allowed to interfere with military traffic.
B. Refugees should be directed into medical channels.
C. Refugees, for humanitarian reasons, and to get them out of the area of operations (AO) quickly, are given priority over other traffic.
D. Refugees are not of concern to MP since they are the responsibility of the G5.

7. The key word OCOKA is used in conjunction with:

A. the key word SALUTE.
B. terrain.
C. mission.
D. enemy forces.

8. Under normal circumstances, how many TCP can a squad operate, providing there are no other commitments?

A. 1.
B. 2.
C. 3.
D. 4.

9. If the squad has duties other than TCP that requires 6 men, how many teams would be available for TCP duty?

A. 1.
B. 2.
C. 3.
D. 4.

10. You are determining how many of your personnel are required to perform the various tasks your squad has been assigned. The number required exceeds those available by four. What action should you take?

A. Do the best you can with what you have.
B. Don't do the one you think is least important.
C. Recommend priorities to the platoon leader.
D. Reduce the number of people assigned to each task.

LESSON 1

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	A.	Circulation control. The primary mission... (page 1-21, para 6a)
2.	B.	3 men. A TCP is usually... (page 1-21, para 5a).
3.	D.	Dispatch. It will be fully... (page 1-20, para 4c).
4.	B.	Circulation control. The primary mission... (page 1-21, para 6a).
5.	C.	Take immediate protective measures. First, take immediate... (page 1-25, para 7).
6.	A.	Refugees must not be allowed Refugees must not... (page 1-22, para 6b).
7.	B.	Terrain. When considering,... (page 1-17, para 2a(3)).
8.	C.	3. A squad usually... (page 1-21, para 5a).
9.	A.	1. A TCP is usually... (page 1-21, para 5a).
10.	C.	Recommend priorities to the squad leader. If there is... (page 1-18, para 2c).

LESSON 2

ESTABLISH AND SUPERVISE A TRAFFIC CONTROL POST

Critical Task: 191-379-4409

OVERVIEW

LESSON DESCRIPTION:

In this lesson you learn to establish and supervise a traffic control post.

TERMINAL LEARNING OBJECTIVES:

ACTION: Establish and supervise a traffic control post.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate your competency of this task you must achieve a score of 70 percent on the subcourse examination.

REFERENCES: The material for this subcourse was derived from the following publications: FM 19-1 and FM 19-4.

INTRODUCTION

As a military police NCO, you will be required to establish and supervise the operations of TCPs. TCPs represent the "anchors" upon which the circulation control system, as well as other functions, hinge. MP at TCPs must be prepared to be very versatile since they may have to perform several operations at once.

PART A - STUDY MISSION ORDERS

1. General.

By studying mission orders, you can determine the specific tasks and parameters of the mission. You will use this information to determine the various manpower, equipment, and supply requirements you will need to accomplish the mission. This part of the lesson will examine the various kinds of information included in the mission orders and how you can use it. It also will discuss other sources of information that are critical to successful mission accomplishment.

A TCP is a vital link in the control of the lines of communication (LOC). The major functions of a TCP were discussed in the previous lesson. Although the mission orders you will be given will contain much of the

information required, there are other sources that you will have to understand and use as well. You must always examine a mission order not only for the tasks that are stated, but for those tasks that are implied.

2. Traffic Control Plan.

One of the most important items that you will need to understand in order to establish and operate a TCP is the traffic control plan. The traffic control plan is prepared by the provost marshal and coordinated with the HTD. It is normally in map overlay form and shows the control measures that will be used by military police. It identifies TCP locations, patrol areas, temporary signs, and alternate routes. It may also show where new control functions will be needed if the MSR is blocked at selected critical points. Figure 2-1 is a sample traffic control plan.

The traffic control plan indicates the general area of the control measures. For example, it will show the intersection where a TCP is to be established. The team leader must determine the exact location on the ground that will best fulfill the TCP mission and provide security.

3. Highway Regulations.

In addition to the control measures specified in the traffic control plan, you will have to be familiar with the highway regulations. In an area of operations (AO) these are usually published in the form of SOP by the headquarters having area jurisdiction. They may also be found, in certain circumstances, as annexes to either logistics orders (LOGORD) or operations orders (OPORD). Such regulations provide the rules of the road, just as traffic laws do in a garrison situation. MP enforce the highway regulations in SOP and the regulations in the HTD plans. The highway regulations found in SOP may include, but are not limited to, the following:

- o Rate of march and greatest permitted speed.
- o Frequency and duration of halts.
- o March discipline.
- o Ways to handle disabled vehicles.
- o Reports and reporting procedures.
- o Distance to be kept between vehicles.
- o Distance to be kept between convoy elements.
- o Military vehicles lighting (STANAG 2024).
- o Controls required, such as guides, flags, markings (STANAG 2027).

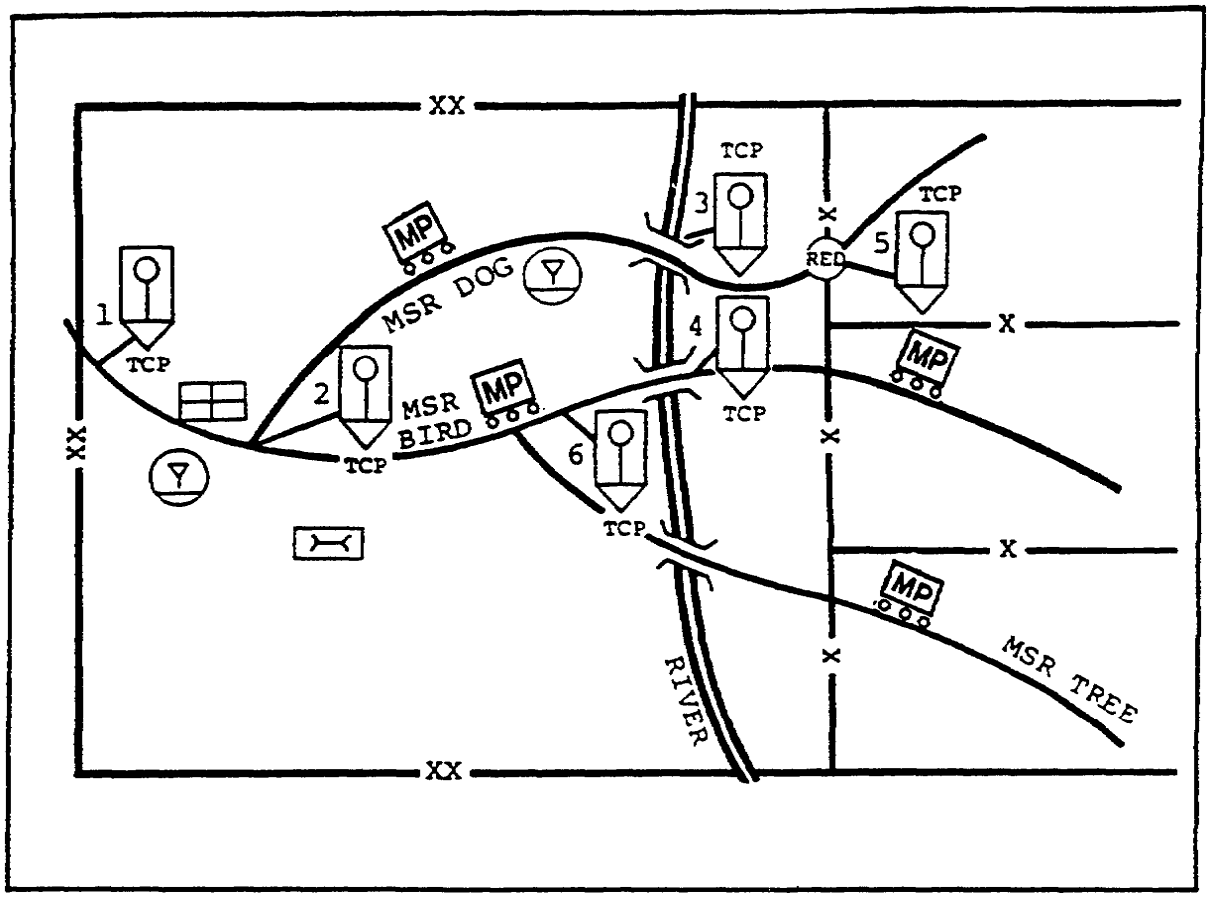


Figure 2-1. Sample Traffic Control Plan.

4. Operations Orders.

Operations orders (OPORD) coordinate actions to carry out the commander's plan of action. They explain how leaders at different levels want the operation conducted. Each OPORD has a big impact on how the next level leaders employ their units and perform their missions.

Each lower OPORD is based on that of the higher level. Each impacts on how the MP units deploy and perform their missions. Your OPORD as a squad leader will be based on the OPORD of the platoon leader.

OPORD may be written, oral, graphic, or a combination of these forms. A graphic order may be a trace or an overlay. Written OPORD are normally prepared at company level and above. At the platoon level and below, they are normally verbal. They may or may not include overlays. Often, overlays from higher level OPORD are used. Written OPORD at this level may be made if time allows. All OPORD have a prescribed format. It has five paragraphs. It also is a format that has been agreed upon throughout NATO (STANAG 2014). Each of the five paragraphs contains specific information. They also follow a set order.

a. Situation. The paragraph on situation is divided into three parts.

Enemy Forces. This subparagraph describes the enemy activity that has occurred in the area. It will describe what type of units there are and how they have been operating.

Friendly Forces. Friendly units operating in the vicinity, other than your own, will be identified and located. You will be told how their operations may affect your mission.

Attachments/Detachments. This subparagraph will list any supporting units that have been attached to you for the operation. It will also identify which elements of your units that have been sent elsewhere for the operation.

b. Mission. This will be a clear, concise statement of the task you are to accomplish. It will explain who, what, where, and why.

c. Execution. The execution paragraph is often subdivided.

Concept of Operation. This will be a statement of the overall plan to carry out the operation. Contained in subsequent paragraphs will be information giving specific tasks for each element concerned. These will tell each element what and how they will perform their part of the mission.

d. Service Support. This paragraph will detail the administrative and logistical support being provided. It may include some contingency plans. What, where and how you will receive logistical support, such as resupply, maintenance, water, and food, will be provided.

e. Command and Signal. This paragraph will provide information on frequencies, call signs, and authentication procedures. It will also state where leaders will be located. The operational reports required and when they are to be provided, as well as to whom, will be listed.

Figure 2-2 is an example of a verbal platoon OPORD.

5. Data Minimums.

When you receive an OPORD that includes the establishment of a TCP, there will normally be a minimum amount of information that will be included. From this information, you must determine how it will affect your operation.

a. TCP Location. You will be given a general location at which to establish the TCP. For example, in Figure 14, the first squad was instructed to establish a TCP at an intersection at MA903863. You will determine a more specific location and how the TCP is to be set up when you get there.

Squad leaders, gather around my map so that you can see the graphics and observe the area in the valley north of this position.

Tomorrow, our company begins providing MP support in GS of 12th support group area at 0600 hours with 2d platoon in the center, 3d platoon in the south, and 4th platoon in the west.

Intelligence indicates that Levels I and II threats are already operating in our area conducting sabotage and espionage operations. They may be dressed in civilian clothes or NATO military uniforms and speak NATO language. So it is imperative that suspicious actions be investigated. Hopefully, use of our challenge and password can assist in detecting some of these individuals. Use it! Reconnaissance elements up to squad size, using Warsaw Pact uniforms and equipment, will be operating in our AO once the lead elements of the enemy main body are within 100 kilometers of the FEBA. We expect this to occur by 1200 hours tomorrow. The enemy has the capability to insert Level III elements by airmobile or airborne operations. Even though our AO contains only an engineer brigade HQ in base cluster J, the corps and MP brigade HQ are located just west of our AO in base cluster G and could be targeted for Level III units. So be alert and identify any likely LZs and DZs in your areas. The enemy has NBC capability. They will also make use of local partisans.

Our mission during this operation is to provide MP support in our AO as indicated on my map here. We must also be prepared to conduct RACO in support of base cluster J, to assist 4th platoon in base cluster G on order, and to become OPCON to 56th Mechanized Division on order.

My plan for execution of this mission is to assign first squad this area in the north; 2d squad, you will be responsible for this area in the west; and 3d squad will be deployed in the east. I want each of you to plan for indirect fire, close air support, or attack helicopter support in the event you need it.

Listen closely as I address specific squad missions for each of you.

First squad, you will conduct BCC on MSR 4 from MA900858 to MA996870, as shown here. Assist 2d and 3d squads on order. You will also establish a TCP at this critical intersection at MA903863.

Second squad, you will conduct BCC on MSR 4 from MA863827 to this point MA900858, where you will overlap with 1st squad. Be prepared to assist 4th platoon with RACO in base cluster G on order.

Third squad, you will conduct BCC on MSR 4A from MA937759 to MA990779, and I want you to coordinate RAP in base cluster J.

First in my coordinating instructions is a reminder that our priority of missions during this operation is BCC, area security, EPW, and law and order.

Priority of MSR support under BCC is MSR 4 and convoys transporting TOW antitank missiles and 105-mm tank ammo. Priority of area security is to the 52d Engineer Brigade HQ in base cluster J. If we are ordered to evacuate EPW, ensure that fast, safe, secure evacuation is accomplished. We are to restrict our law and order operations only to those incidents that may jeopardize operations in our AO. Coordinate with base and base cluster commanders in your area of employment for base defense plans. Report changes of TCP locations to me. Submit traffic control plans of your MSR and area of employment as quickly as feasible. Conduct periodic reconnaissance of your entire squad area of employment and report enemy activity and obstacles to friendly travel. Units traveling on the MSR may be contacting us on the platoon frequency for assistance. Be prepared to assist them. MOPP-1 is in effect at 0600 hours tomorrow.

Our SOP for service support remains the same. Ensure that your requests are forwarded to the platoon sergeant in a timely manner.

You have been issued the current CEOI that is in effect. My HQ will be located at MA859778.

What are your questions?

Figure 2-2. Example of a Verbal Platoon OPORD.

b. Enemy Situation. The information about the enemy that you receive will directly affect how security, and your operation, are conducted. For example, there may be enemy guerrillas operating in the area, dressed as friendly military personnel. The actions to take would be different from those you would take if you were operating in an environment where the major threat was from an armor breakthrough.

c. Personnel Assigned. Good leadership techniques mandate that unit integrity be preserved whenever possible. However, a specific operation may be of such a nature that this may not be possible. You will be told if you have personnel beyond your squad, or if you are required to detail some of your people elsewhere.

d. Number of Vehicles Required. There may be occasions when more than the normally assigned vehicles are to be used. It may also be that the opposite will be the case.

e. Length of TCP Operation. This is a vital piece of information. When assigned TCP duty, MP keep it in operation until told otherwise. If you are told that the TCP is going to be in operation for an extended period of time, it allows you to anticipate both personnel and supply requirements. Provisions must be made for rest, food, water, and shelter.

f. Reporting Procedures. If not already contained in the unit SOP, you will be told what reports must be submitted and when. They may include the reports discussed in lesson 1, as well as communications checks on a periodic basis. There may also be special reports that are required for this specific operation.

g. Traffic Priorities and Movement Schedules. Ensuring that traffic flows smoothly and in accordance with the commander's priorities is one of the primary functions of a TCP. If you are to enforce those priorities, you must know what they are.

All highway movements are based on the commander's announced priorities. There are certain principles that almost always apply. Unless the HTD has stated otherwise, these principles should be followed. In general, traffic moving forward has priority over traffic moving to the rear. Forward moving, loaded vehicles have priority over other vehicles moving in any direction. In more specific terms:

- Emergency movement of combat forces will receive the highest priority. These are tactical, combat-ready forces. An example might be a tank company moving to reinforce an infantry battalion that is under attack.

- The next highest priority is the emergency supply of combat forces. Such supplies will normally be ammunition, fuel or rations.

- The forward movement of emergency medical supplies receives the next priority.

- o The highest rearward moving priority is the emergency evacuation of casualties.

- o Finally, any movement that is required for the immediate support of combat operations that does not fall into one of the above categories is given priority.

PART B - BRIEF PERSONNEL AND ASSIGN TASKS

1. General.

The better your personnel's understanding of the mission, the more effective they can be. As in most cases with military police assignments, your personnel will probably be operating well away from the unit headquarters. They will have to use discretion in accomplishing their mission. The better informed and briefed that they are, the more effective they will be.

2. Mission Briefing.

The mission briefing that you give your personnel should follow the format that was discussed on the preceding pages. Properly briefing the personnel that will be operating the TCP is essential. The difference between your briefing and the one you received varies only slightly in the information. In other words, you modify the briefing to the essential information needed by the TCP team, as opposed to the information needed for the platoon. Compare the sample briefing in Figure 2-3 with that given in Figure 2-2.

a. Situation. At the platoon and squad level, the information in this paragraph is essentially the same. As a squad leader, there are certain aspects that you may want to emphasize. In the examples given, you might want to remind people operating the TCP to be particularly conscious about releasing information to passing vehicles.

b. Mission. The mission statement is a place where there will be some difference. You must give a clear, concise statement of the mission of the squad. The mission for the squad was included in the platoon leader's paragraph on execution. Take time to examine this in Figures 2-2 and 2-3. Note, however, that the establishment of the TCP at MA936757 was not included in the third squad's instructions. It is either an implied task, or assigned later. In this case, it may well have been an implied task. Note the comment in the platoon leader's OPORD (Figure 2-2) concerning the reporting of changes in location for TCP.

c. Execution. In this section, you explain how you intend the squad to accomplish the mission it was assigned. Each of the teams has been told what it is supposed to do, and knows what the other teams are doing. The priority of tasks has been given. Within each of the categories (BCC, area security, EPW, and law and order) priorities have been established. At this point, the squad leader might also want to remind everyone of the overall priorities at the TCP and along the MSR, in addition to those given.

Gather around so that you can see my map and observe our area of employment in the valley east of us.

Our platoon begins providing MP support in the 12th support group area with 1st squad in the north and 2d squad in the west at 0600 hours tomorrow.

Intelligence indicates that Levels I and II threats are already operating in our area conducting sabotage and espionage operations. They may be dressed in civilian clothes or NATO military uniforms and speak a NATO language. So it is imperative that suspicious actions be investigated. Hopefully, use of our challenge and password can assist in detecting some of these individuals. Use it! Reconnaissance elements up to squad size, using Warsaw Pact uniforms and equipment, will be operating in our area of employment once the lead elements of the enemy main body are within 100 kilometers of the FEBA. We expect this to occur by 1200 hours tomorrow. The enemy has the capability to insert Level III elements by airmobile or airborne operations. Even though our area of employment contains only an engineer brigade HQ in base cluster J, the corps and MP brigade HQ are located just west of our area of employment in base cluster G and could be targeted for Level III units. So be alert and identify any likely LZs and DZs in your areas. The enemy has NBC capability. They will also make use of local partisans.

Our mission during this operation is to conduct BCC along MSR 4A from MA937759 to MA990779 as you see on my map. We will also coordinate RAP in base cluster J and provide a TCP here, at MA936757.

My plan to accomplish this mission beginning at 0600 hours tomorrow is to have team A establishing and operating the TCP as teams B and C conduct mobile patrols. I'll rotate each team through the TCP mission in order to provide an opportunity for some rest and maintenance. Each of you are also required to conduct an area reconnaissance of your entire area of employment, which I've labeled on my map as red, white, and blue. Plan for employment of indirect fires, close air support, or attack helicopters so that we can minimize response time if we need fire support.

Listen closely as I address specific team missions for each of you. My team, team A, will coordinate RAP with base cluster J and establish and operate a TCP at MA963757. Joe, you conduct a mobile patrol with team B on MSR 4A from MA963957 to this location (MA990779) and be prepared to assist me with RACO in base cluster J if I need your help. Jim, you take team C and conduct a mobile patrol on MSR 4A from MA937759 to MA963757 as I have it marked on my map.

My coordinating instructions for you are, first, to remind you that our mission priorities are BCC, area security, EPW operations, and law and order operations. BCC priority is to MSR 4A and to convoys transporting TOW missiles and tank ammunition (105 millimeters). Area security priority is to RAP in base cluster J and then to each of your areas of employment. If we become involved in EPW operations, it is important to ensure safe, fast, and secure evacuation. We will only become involved in law and order operations if the incident jeopardizes operations in our area of employment. You will patrol your MSR every 30 minutes and reconnoiter your entire area of employment at least every 8 hours. Report any enemy activity or obstacles to friendly travel per SOP. Be prepared to receive requests for assistance on our radio frequency from units traveling on the MSR. Ensure that coordination is made between you and adjacent elements conducting patrols on the MSR. MOPP-1 will be in effect at 0600.

Our service support will be conducted as usual per our SOP.

The current CEOI is in effect. Remember OPSEC and good communications procedures. Initially, I will provide command and control from the TCP near MA963757.

What are your questions?

Figure 2-3. Example of a Squad OPORD.

d. Service Support. In the examples, there is no variation for normal support. If there were, this is where you might discuss them. For instance, there may be a change in how you obtain medical support.

e. Command and Signal. As with the service support paragraph, the examples show normal command and signal procedures. Radio communications are covered and the location of the squad leader is given. If there were any unusual reports to be submitted they would be noted. For example, if the unit SOP stated that passing reports will be submitted to the platoon, and that was to be changed, it would be noted here. You might state that the reports will be submitted directly to the HTD by radio.

3. Assign Tasks.

Each member of the team should be assigned specific tasks. If the TCP is to operate for extended periods, these tasks should be rotated. Team members should be told how that rotation will be done.

When an MP team operates a TCP, the team leader provides leadership and maintains communications. A second MP watches the flow of traffic. When the volume of traffic begins to delay movement at the TCP, he moves to the center of the road and directs traffic. The third MP provides security and relieves the second MP. Because the MP in the road is an easy target for terrorists and enemy agents, all team members must be especially alert for such activity. All of the functions of a TCP must be considered when distributing tasks. While most of them can be integrated, the volume may become such that a modification of assignments may become necessary.

PART C - ASSEMBLE REQUIRED EQUIPMENT/SUPPLIES

1. General.

The operation of a TCP for an extended period of time presents unique material and equipment requirements. The squad leader is responsible for ensuring that the proper amounts and types of equipment and supplies are obtained and in place. Some of the types of equipment you might need are discussed in the following paragraphs.

The first step in the process is to examine the mission orders to determine what might be different about this mission. Almost any part of the order might affect what equipment is needed. The type of enemy threat might affect what weapons you need in addition to your normal equipment. The duration of the operation, or its isolated location, might affect rations.

2. Identify Equipment.

Some of the items of equipment that are normally required to operate a TCP are noted in the following paragraphs. This list is not all-inclusive. What is required for each specific TCP will vary with the situation.

Unit SOP determines a team's combat load. Because a TCP is conducted at one location, the team is often able to take the vehicle trailer. In addition to the normal combat load, other items that may be required at a TCP are as follows:

a. Traffic Control Equipment. What specific equipment is needed or used will vary with the situation. Flashlights with a white cone are used for high visibility. In certain situations, low-light blue lenses may be required. Flashlights are used at night so that drivers can see the MP instructions. Under all circumstances, operations security (OPSEC) procedures must be employed. White cuffs have been standardized in NATO (STANAG 2159) to be used in directing traffic. The cuffs have white or yellow light-reflecting stripes, parallel to the arm. The enemy situation may require the cuffs to be removed.

b. First Aid Kit. MP must be ready to give first aid at any time. Because of its location along the MSR, a TCP should expect that injured personnel will be brought to it. MP are not medics, but have the capability to communicate with the medics and are in a readily identifiable location.

c. -Signal Operating Instructions (SOI). One of the functions of a TCP is to provide information and serve as a communications point. If the team is to communicate properly, it must have the correct SOI. Many of the reports will have to be submitted by radio, to include authentication and encoding. Proper radio procedures are critical. A great deal of information can be given to the enemy if proper procedures are not followed.

d. Area Maps and Overlays. Maps of the area are used to give directions and to locate new mission areas. Often, orders and plans are given through the use of overlays. For example, the traffic control plan is often in the form of an overlay.

e. Signs and Signmaking Equipment. Guide signs are used to warn drivers that a TCP is ahead. The signs show direction and distance to a TCP (STANAG 2174 and STANAG 2019). Situations may develop that require the use of temporary signs and the TCP should have the capability of making them.

f. NBC Monitoring Equipment. As previously discussed, one of the functions of a TCP is NBC monitoring. Military police use chemical agent paper, chemical detection kits, and radiacmeters to monitor NBC hazards. NBC signs are used to identify contaminated areas.

g. Weapons. Unit SOP will prescribe the weapons and basic load of ammunition. The enemy threat or other parts of the situation, however, may dictate that the team take additional weapons and/or ammunition. This might include selected anti-tank weapons or an additional machinegun.

h. Radio and Telephones. As with weapons, basic communications equipment will be prescribed by unit SOP. The situation may require either additional or special communications equipment.

i. RSTA Devices. Battlefield and climatic conditions may require that the TCP be equipped with various night vision equipment. There are conditions other than darkness that limit visibility. Dust and smoke may limit visibility, as well as rain, fog, and snow. Many of these conditions may limit night vision devices. Military police must seek every opportunity to increase their effectiveness.

3. Identify Supplies.

Four types of supplies must normally be considered. These are: ammunition, fuel, rations, and water. Arrangements must be made for their resupply well before they run out. This will normally be provided for in unit SOP. The SOP will normally provide procedures to be used for emergency resupply. Consideration must be given to the anticipated length of the operations and the distance from the parent unit in determining quantities of supplies required.

4. Inspect Personnel.

A leader's last action before an operation is an inspection. Allowing ample time for his men to correct problems, he inspects his men and their equipment to ensure their readiness. He will inspect such items as rations, water, weapons, ammunition, individual uniforms and equipment, camouflage, and other mission-essential equipment. Test firing of weapons is normally prescribed in the unit SOP.

You must ensure that your men have everything they need for a mission, and that it is in working order. Leaders ask questions to find out if their men know their duties. They check to see if their people have only necessary equipment and are wearing it properly and securely.

PART D - ACTION UPON ARRIVAL AT TCP

1. General.

Determining .and taking the proper actions when first arriving at the designated TCP is crucial to the subsequent efficient establishment of the TCP.

2. Establish Security.

The first step in establishing a TCP is to set up your security. The avenues of approach by the enemy into the position should be examined. The machinegun is then placed in a fighting position where it provides the maximum defensive support. It may be dismounted or remain mounted, depending on the situation. Other fighting positions are established to protect the position and ensure interlocking fires. All positions should take maximum advantage of available cover and concealment. The area should be reconnoitered for enemy presence, as required by the situation. Communications should be established in accordance with the SOI.

In establishing security for a position, the key word OCOKA should be used. The elements of OCOKA are discussed in the following paragraphs.

a. Observation and Fields of Fire. MP leaders must decide where their weapons will have the best fields of fire to cover their particular defensive position. Weapons at a TCP must have observation and fields of fire covering avenues of approach. Observation is needed to gather information on the enemy, to adjust indirect fire, and to use direct fire weapons accurately. Fields of fire are cleared far enough out so that the defenders can kill the enemy before they can assault or throw hand grenades into fighting positions. Fields of fires are improved by selectively clearing grass, brush, trees, and rubble. MP camouflage fresh cuts on trees and undergrowth so that the enemy cannot see what has been done. MP leaders must look at observation and fields of fire from the enemy's point of view.

b. Cover and Concealment. Cover and concealment are important factors in helping to decide where to locate defensive positions. Proper cover and concealment hides MP from the enemy and protects them from enemy fire. Cover includes rocks, stumps, buildings, depressions, or anything that will stop bullets and shell fragments. When there is not enough natural cover, teams should build frontal parapets. Overhead cover, should also be constructed, as time permits, to protect against indirect fire.

Concealment hides men and weapons. However, it will not always protect them from fire. Leaves and bushes can hide a position. Live foliage conceals well because it keeps its natural look and does not have to be replaced every few hours. Military police should check their positions from the enemy's viewpoint to ensure that they are well hidden. No matter how well covered a position is, if it is not properly concealed, it can be seen and hit.

c. Obstacles. Obstacles stop, delay, or divert movement. Obstacles that can stop tanks and other armored vehicles may not stop dismounted troops. Military police who are defending must reinforce natural obstacles, such as deep creeks, steep ravines, and dense brush, with man-made obstacles, such as wire and mines. If wire and mines are deployed in thick woods with large trees, enemy armor and infantry can be slowed or stopped. MP must be able to cover obstacles with fire in order to prevent the enemy from neutralizing them.

d. Key Terrain. Key terrain can be used to set up a defensive position. Key terrain, if occupied, gives a marked advantage to the unit that holds it. Key terrain offers good cover and concealment, observation points, and fields of fire. Other terrain features, such as a ford or narrow pass, may be the key to moving through an area. Key terrain, such as hills, roads, and fords forward of a defensive position must be covered by direct and/or indirect fire.

e. Avenues of Approach. Avenues of approach must be considered with the other factors. Avenues of approach influence the assignment of positions, sectors of fire, and targets, when defending. Enemy avenues of

approach or withdrawal are looked at to see how they can affect the TCP operation. Leaders must analyze enemy avenues of approach to their positions in terms of both foot and vehicular movement. The analysis serves as a basis for deploying men and weapons. Leaders must also take into account hard to traverse approaches that may be used by the enemy to gain surprise.

When establishing defensive positions, they should be linked into adjacent friendly units whenever possible. After positions have been established, range cards are prepared for each position.

3. Set Up Operations.

Once the position has been secured, the team leader establishes operations. Depending on the orders received, he will establish any or all of the following:

- o Circulation Control. Local conditions will dictate how the TCP will operate. The team member may only move to the center of the intersection when the traffic flow dictates. Traffic may be dense enough to require the MP to be present at all times. All necessary signs must be posted.

- o Straggler and Refugee Control. An area must be set aside to handle either stragglers or refugees, if this is part of the TCP's mission. MP must be prepared to handle stragglers. They also must be prepared to redirect refugees to alternate routes.

- o Intelligence Gathering and Reporting. This function was covered in lesson 1. The function is performed constantly, no matter what else the military police are doing.

- o Information Dissemination Measures. Personnel manning the TCP must be prepared to provide information and assistance.

- o Security. Fighting positions must continually be improved. Alternate positions should also be prepared. Security is a never-ending task. There is always something more that can be done.

- o NBC Monitoring. NBC monitoring activities should began almost immediately upon arrival at the TCP location. They are conducted continually.

- o Enforce Traffic Control Plan and MSR Regulations. As soon as possible, TCP activities should begin. This will be accomplished in accordance with instructions.

As soon as the TCP is established and ready to operate, the appropriate headquarters is notified in accordance with the mission instructions and the SOI. OPSEC must always be considered.

LESSON 2

PRACTICE EXERCISE

INSTRUCTIONS

This practice exercise will show you how much you have learned in this lesson. Answer each question. When you are done, turn the page and check your answers.

1. Which of the following plans would you check to find the general location of TCP and MP patrol areas?

   A. Highway regulation plan.
   B. Traffic control plan.
   C. HTD movement plan.
   D. Division OPORD.

2. What is the purpose of an OPORD?

   A. Coordinate actions to carry out commander's plan for the operation.
   B. Coordinate logistics support.
   C. Establish staff duties and responsibilities.
   D. Determine courses of action.

3. In which part of an OPORD would you expect to find information on when reports were to be provided?

   A. Mission.
   B. Execution.
   C. Service support.
   D. Command and Signal.

4. Which of the following movements would receive priority on the highway, barring any special instructions?

   A. A convoy from the 555th Trans Co carrying ammunition to the 2d Bde positions at the front line.
   B. A company of the 1/32nd Armor moving to assist the 1/19th Infantry.
   C. A group of ambulances from the 724th Medical Bn moving wounded to the 121st Evac Hospital.
   D. A convoy from the 724th Maintenance Bn moving gun tubes to the 1/13th Arty.

5. Which of the following are usual functions of a TCP?

   A. Circulation control.
   B. Intelligence gathering.
   C. Information dissemination.
   D. All of the above.

6. You are establishing security at a TCP. The area has no vegetation and is very rocky. You have selected a position where the automatic weapon is in a group of large rocks. Such a position is said to be which of the following?

A. Covered.
B. Concealed.
C. Covered and concealed.
D. None of the above.

7. You are a squad leader about to establish a set of TCP. Each of your teams has been assigned a TCP to operate. All members of your squad are well trained MP with a great deal of combat experience. Which of the following statements is correct?

A. There is no need to inspect the men and equipment since they are highly experienced.
B. All equipment should be checked to ensure it is in proper working condition.
C. There is no need to be concerned in this case with water resupply.
D. None of the above.

LESSON 2

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	B.	Traffic control plan. It identifies TCP... (page 2-2, para 2).
2.	A.	Coordinate actions to carry out commanders... Operations orders... (page 2-3, para 4).
3.	D.	Command and signal. The operational reports... (page 2-4, para 4e).
4.	B.	A company of the 1/32d and armor moving to... Emergency movement... (page 2-6, para 5g).
5.	D.	All of the above. Set up operations... (page 2-13, para 3).
6.	C.	Covered and concealed. Cover and concealment... (page 2-12, para 2b).
7.	B.	All equipment should be checked to ensure... Allowing ample time... (page 2-11, para 4).

LESSON 3

MSR CONTROL MEASURES

Critical Tasks: 191-379-4402
191-379-4403

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to plan MSR control measures, roadblocks, checkpoints, defiles, and holding areas.

TERMINAL LEARNING OBJECTIVE:

ACTION: Plan MSR control measures.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate your competency of this task you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-1 and FM 19-4.

INTRODUCTION

Military police are often called upon to conduct special operations. These include checkpoints, roadblocks, defiles, and holding areas. This lesson will deal with each of these.

Checkpoints are established to ensure proper route use, enforce rules and regulations, prevent illegal actions or actions aiding the enemy, and to provide information. Roadblocks are established in conjunction with checkpoints to channelize traffic and personnel. They are also used to close off access to certain areas or roads.

1. Traffic Control.

A roadblock is used to limit the movement of vehicles along a route, or to close access to certain areas or roads. A roadblock is used with a checkpoint to channel vehicles and personnel to the checkpoint location.

Checkpoints are manned locations used to control movement. They are set up to make sure controlled routes carry only authorized traffic (refer to Lesson 1 for a description of control measures). When MP set up

checkpoints at entrances to controlled routes, they check convoy vehicles for movement credits issued by the HTD. Teams at checkpoints enforce rules and regulations. At checkpoints, they direct drivers who are lost, or who have taken the wrong routes, to their destinations.

At a checkpoint on an MSR, MP screen vehicles and personnel. While one MP checks, the team leader and second MP provide security and communications. When checking a movement credit, MP must be certain the convoy is moving on the correct route at the correct time. When convoys are ahead of schedule, they are held until the proper time to pass. Convoys behind schedule are allowed to proceed, if route traffic permits. For detailed information on the highway system and priorities, refer to Lesson 1.

When checking cargo, MP check the manifest papers against the actual load. They should be suspicious of military equipment, supplies, or weapons being transported in civilian vehicles.

2. Illicit Activity Control.

The roadblock and checkpoint also serve to assist in the control of illegal activities, both criminal and those designed to aid the enemy. Teams at the checkpoint and roadblock inspect cargo, prevent illegal actions or actions that aid the enemy. Cargo should be inspected only when specifically instructed to do so by competent authority. They also stop the local population from supplying the enemy with food, medical supplies, weapons, ammunition, or other items of military use. Checkpoints help control and stop black market activities by limiting the transportation of contraband. They also help curtail the illegal diversion of supplies.

3. Establish Roadblock and Checkpoint Operations (Figure 3-1).

a. Roadblocks. One MP team can normally conduct a roadblock operation. The team leader provides leadership and communications. One team member stops traffic and directs where traffic may and may not go. The other member provides security for the MP in the road. The team leader selects the security position.

Roadblocks are placed so traffic cannot avoid or skirt them. The roadblock should offer good cover and concealment for the team. When a roadblock is used to close a road, it should be placed at an intersection so drivers can change to another route with little delay. If that is not possible, it should be placed near an area where drivers can turn their vehicles around easily. The team leader selects a fighting position for the automatic weapon to provide overwatch for the roadblock. The team vehicle is parked in a covered and concealed position near the team leader.

A roadblock used with a checkpoint is placed so drivers of approaching vehicles cannot see the roadblock until they past all possible turnoffs. This prevents unauthorized vehicles and enemy agents from avoiding the roadblock.

b. Checkpoints. A team organized to operate a checkpoint has a team leader to provide leadership and monitor communications. One MP provides overwatch security. The third team member checks vehicles and people. A checkpoint positioned at a heavily traveled location may require two or more teams. It should also be noted, particularly when engaged in the suppression of illegal activities, that great care and caution must be used. The individual providing security must be alert not only for enemy activity, but for the dangers associated with law enforcement activity as well.

The placement of a checkpoint is based on the main purpose of the checkpoint. When the purpose is to check convoys for authorization to use the route, the checkpoint is positioned at the entrance to the controlled route. The MP team sets up a holding area where convoys can pull off the road to get information, or to wait for route clearance without delaying other traffic. Cover and concealment are provided for the checkpoint team. The team chooses good fields of fire for the automatic weapon overlooking the checkpoint.

When a checkpoint is set up to check cargo, or to spot-check vehicle traffic, it is not usually placed at the entrance to a controlled route. This type of checkpoint should not be seen by drivers until it is too late for them to do anything other than approach the checkpoint. The team chooses a location just over a hill or around a curve.

A checkpoint can be placed anywhere along a route that offers the site considerations needed to achieve its purpose. The team digs their automatic weapon into a fighting position and parks their vehicle in a covered and concealed location.

A checkpoint may require special equipment. The MP may use a roadblock to stop traffic. They can use wire, vehicles, a gate, or other obstacles as a roadblock to make sure traffic stops. Drums (55 gallon) filled with rocks, soil, or water are effective. The checkpoint should be well marked with traffic cones and signs. Any necessary instructions should be posted on the signs. A pursuit vehicle should be available to pursue any vehicles or persons who fail to stop, turn around, or otherwise try to avoid the checkpoint. Figure 3-1 illustrates a combined checkpoint and roadblock.

4. Security.

The security of the operation is crucial to the continued and safe conduct of traffic control activities. You must not only consider the threat from the enemy, but that from blackmarketeers and other criminals as well. They can be just as deadly as the enemy. It means that the security problem is compounded. The MP performing traffic control and/or inspecting vehicles is particularly vulnerable to both threats. The primary function of the other team members is to provide alert, careful protection for him.

The factors to be considered in the security of any of these operations are the same as those already discussed in this subcourse. All of the factors of METT-T must be considered, as well as the requirements of OPSEC. Examination of these factors will determine if additional weaponry is

required. Particular attention must be paid to communications requirements. This must include consideration of internal as well as external communications.

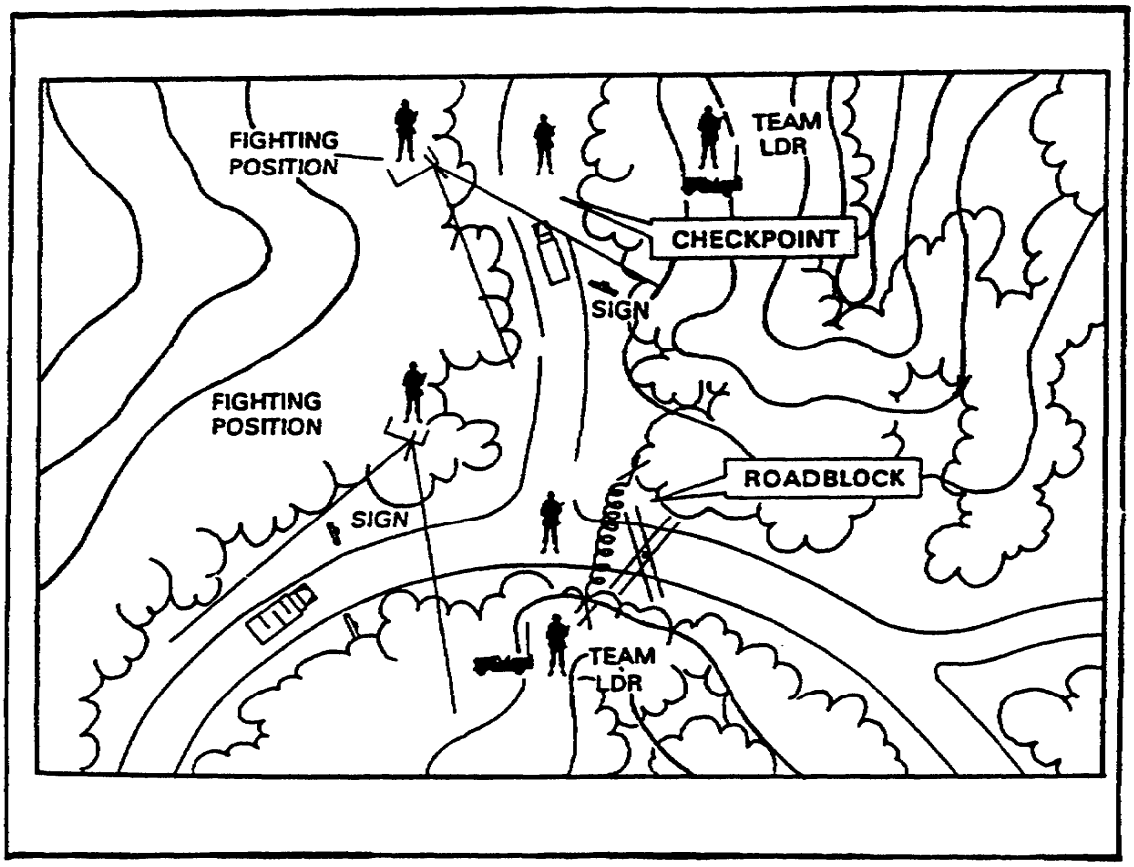


Figure 3-1. Roadblock and Checkpoint Operations.

5. Establish Defile Operations.

A defile is a natural or man-made feature or obstacle which restricts traffic flow to one-way at a time. Examples are narrow bridges, damaged roads, excessive debris or rubble, or even a major traffic accident. Since movement at the defile is restricted, it is an ideal opportunity for the enemy to attempt to disrupt military operations. Defile operations prevent congestion by allowing traffic to move in only one direction at a time through the defile. Controls at defiles ensure that traffic movements are not unduly delayed. The role of the military police is as follows:

- o Control access to the defile to permit fastest possible clearance.
- o Ensure that concentrations of vehicles and personnel do not enter the defile at one time.
- o Provide security and defense of the position.

a. Control measures.

MP may use several types of control measures at a defile. Based on METT-T, military police choose the measure suited to the situation. They use the simplest method of control and, when possible, they use two control measures to ensure the operation runs smoothly. An illustration of a large defile is at Figure 3-2.

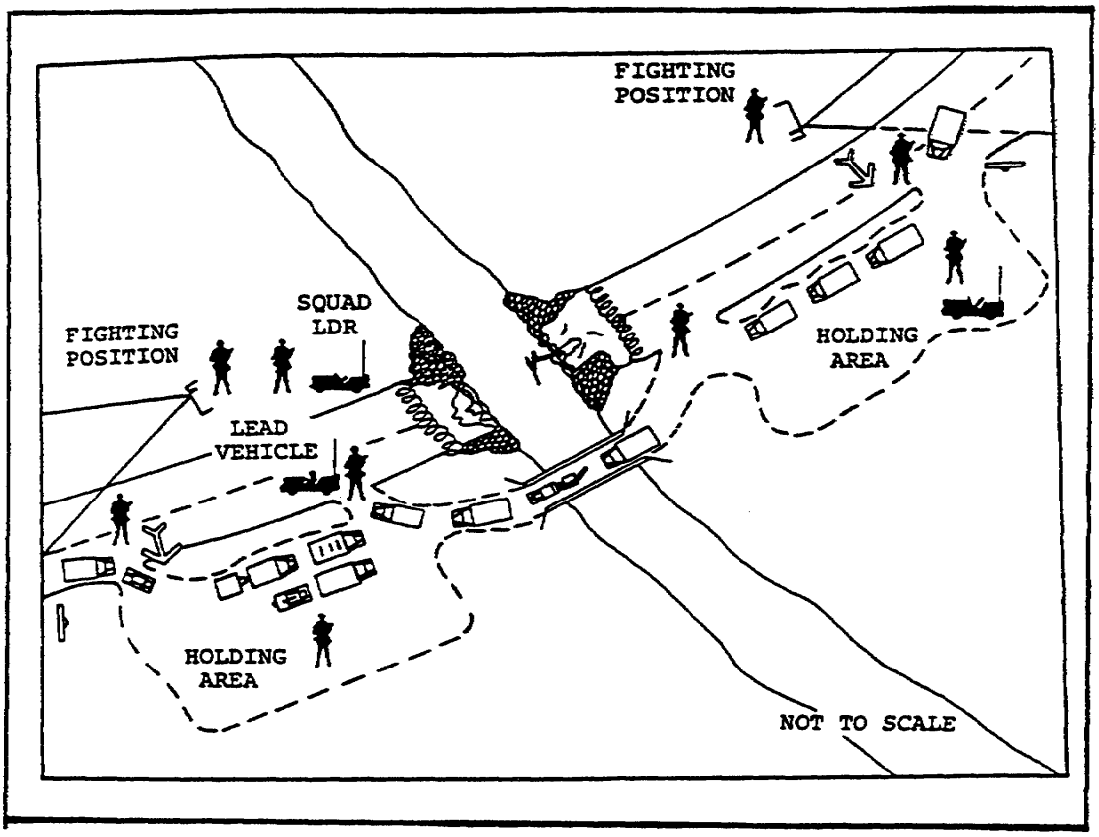


Figure 3-2. Large Defile Operation.

(1) Visual Signals. The use of visual signals is a common method for shorter defiles. Visual signals tell traffic when to move. The visual signal can be an arm motion, a flashlight, a hand-held flag, or any technique that shows vehicles when to move. MP usually use visual signals in small defile operations where holding areas are not needed. A good example is a construction site.

(2)Radio/Wire. An FM radio or wire communications are used to tell team members in holding areas to hold or start traffic through the defile. Communications can be linked directly between holding areas or be routed through the squad leader at the defile site. MP use wire as their main means of communication. A wire hot loop can be set up between the defile and the holding area. If they do use FM radio, they use it with caution. Continuous message traffic may be monitored by enemy forces. Also, radio signature will give the enemy a target.

(3) Flag. A flag is used to identify the last vehicle of a column moving through a defile. The MP at the holding area gives a flag to the last driver, or attaches a flag to the last vehicle moving toward the defile. The flag is retrieved at the opposite end of the defile and the operation reversed.

(4) MP Rider. For this method, a team member rides in the last vehicle of the column until it reaches the opposite end of the defile. He then dismounts and rides back on the trail vehicle of the column going the other way. This technique is used when it is necessary to ensure that all vehicles have cleared the area.

(5) MP Lead/Trail Vehicles. MP vehicles are placed in the front and rear of the column to guide it through the defile. Once the column moves through the defile, the lead and trail vehicles form a column moving in the opposite direction. This method is used when movement through the defile is complex and must have an escort. The trail vehicles ensures that all vehicles clear the defile. Modification of this method is possible, using only a lead or a trail vehicle.

b. Evacuation.

Defile operations require detailed planning and positive control. The squad leader plans how to evacuate disabled vehicles. A vehicle breakdown in a defile can seriously disrupt the flow of traffic on the MSR. The squad leader requests wrecker support from the nearest maintenance unit. He requests a driver with wrecker stand by at a defile. MP must be ready to use field-expedient measures when a wrecker is not available. Special equipment for a defile may include communications wire, field phones, signs, and flags. Each team should also have standard TCP equipment.

c. Control.

Because movement at the defile is restricted, it gives the enemy an ideal chance to try to disrupt military operations. At a defile, MP must do several things:

- Brief drivers about obstructions, such as a road not being wide enough for vehicles.
- Control access to the defile so that vehicles move through in the fastest possible time.
- Make sure vehicles enter the defile one at a time.
- Provide security and defends the position.
- Reroute traffic when necessary.

Defile operations may require as many personnel as a full squad to perform the operation. However, signs can be used in defile operations to reduce the need for military policeman. Where turns in the road exist between a holding area and a defile, MP can use a sign rather than a TCP.

A squad at a defile has a squad leader to provide leadership. One team sets up a nearby holding area. The second team sets up a holding area at the opposite end. The third team provides control at the defile site. MP from each team are detailed to provide security at their respective locations.

Large defile operations require holding areas at each end of the defile. Where MP set up the holding areas depends on the sites available and the ease of communications.

Security for the teams operating a defile is important. Teams operating holding areas provide their own security. The team leader at the defile selects the automatic weapon position, selecting key terrain that overlooks the defile. He ensures that the vehicle is parked in a covered and concealed location. More information on holding areas will be covered in the following paragraphs.

6. Establish a Holding Area.

a. Purpose. A holding area is an area where traffic can be moved off the road to ease congestion, wait for the proper time to clear a TCP or checkpoint, reorganize in case of attack, or organize to attack. In selecting a holding area, military police must consider using a location that meets the following criteria:

- o Offers cover, concealment, and dispersion.
- o Is easily located, with easy entrances and exits.
- o Has a firm surface to withstand traffic weight and movement.
- o Is easy to defend.

Holding areas established by military police are controlled by military police. They are waiting areas where vehicles and troops can be held temporarily. MP direct vehicles, convoys, and troops into and out of the holding area to keep the flow of traffic moving steadily on the MSR. MP may operate a holding area as an independent measure or along with other measures, such as defiles or checkpoints, to support BCC. Equipment needed at a holding area includes the standard items needed for a TCP. Signs are almost always a requirement.

b. Team Duties. The number of MP teams needed to operate a holding area depends on the holding area's size. When one team is tasked to operate a holding area, the teamleader provides leadership, communications, and security. A second MP controls the entry, while the third controls the exit to the holding area.

The team leader at the holding area assigns each member of his team a position. One MP is positioned in a concealed location at the entrance to the holding area. When vehicles approach, he moves to the center of the road and directs the vehicles into the holding area. He tells the vehicle driver or convoy commander where to park the vehicles. He returns to the concealed position when the vehicles have cleared the entry point.

The second team member controls the exit to the holding area. He is informed by the team leader when a vehicle or convoy may exit. He notifies the vehicle's driver or convoy commander that the vehicles may move. Then he locates himself on the road at the holding area exit to help the convoy move onto the road. He remains in a covered and concealed position when not moving vehicles out of the holding area.

The team leader controls the holding area operation from a position overlooking the entrance and exit. He receives instructions on when to allow vehicles to move. Who determines when vehicles are to move depends on the purpose of the holding area. If the purpose is to support a defile, the team leader receives his instructions from the leader at the defile site. When the purpose is to support a river crossing site, he has a movement schedule to follow and receives information from the HTD or the crossing area commander's staff.

If the area is very large, military police should establish a control plan. An easy method is to mark the area off in several sections and assign a letter or number to each area. If necessary, a traffic flow pattern must be established. Units are then assigned positions in the holding area, based on size, number, and types of vehicles.

More than one team may be required to operate such a holding area. When operating a large holding area, the leader may place men inside the holding area to direct traffic and parking, and to make sure the using unit complies with the flow plan. More than one team may be needed when security is a problem. This would be particularly true if the entry and exit points were located in such a manner that they were not mutually supporting.

c. Location. The HTD or provost marshal (PM) may designate the general location for a holding area. The squad or team leader with the mission selects the exact location. The PM operations section is informed of the holding area's precise location through reporting channels. The PM operations section then notes the location on the traffic control plan and passes the information to the HTD.

When selecting a site for a holding area, there are three principles that must be kept in mind (in addition to the general factors described above):

- The first vehicle in must be the first vehicle out.
- Parked vehicles must face the exit so that they can be driven from the area quickly.

- o A roadway must be set up that allows selected vehicles to leave.

Keeping these principles in mind, military police select a site that meets the following conditions.

- o The vehicles can disperse if the tactical situation demands it.
- o There is easy access to and from the roadway.
- o The surface of the area is firm enough to hold the weight of the vehicles.
- o The area is large enough to allow the vehicles to be covered and concealed from air and ground observation.
- o The area is defensible.

d. Security. The team leader places the automatic weapon in a fighting position to provide cover for other members of the team. He ensures the vehicle is parked close to the fighting position in order to use the FM radio. He makes sure the vehicle is concealed.

Large scale holding area operations involving several MP teams usually require dedicated security, particularly at the entrance and exit points. A fighting position is set up at each location. Communications between positions can be established by wire. Coordination should be made with nearby units, including such things as transportation for stragglers, ammunition resupply, and intelligence information.

e. Control Plan. Military police are positioned inside the holding area to direct vehicles into position. To accomplish this, they use a control plan. The easiest method of control, is to use a subdivision system. To establish such a system, you need to perform the following steps:

- o Make a map or sketch of the area showing the road net, trails, and major obstacles, and outline the area.
- o Divide the area into equal subdivisions and assign a letter, name, or number to each subdivision. This aids in identifying sections within the holding area and affords users a way of locating their designated areas.
- o Erect signs showing the outline of each area.
- o Develop a traffic flow plan and erect directional signs.
- o Keep a count of vehicles in the subdivisions by number, size, and unit designation.

The proper organization, control, and security of a holding area is vital. A holding area makes an extremely lucrative target for the enemy, due to the concentration of vehicles and personnel. The key is to move the vehicles through the holding area as rapidly as possible.

7. Signs.

a. Temporary Signs.

One of the most effective ways to conserve manpower and to facilitate traffic is the use of temporary signs. The engineers are responsible for permanent signs; temporary signs may be erected by the military police.

Temporary signs are traffic signs erected to regulate the flow of traffic along the MSR for relatively short periods of time. Military police place temporary signs where hazards exist or where traffic must be regulated. They use signs to guide MSR users. Convoys using guide signs can more easily follow an MSR to their destination, even on unfamiliar routes. The signs show drivers the locations of detours, key units, and facilities. They also give directions, distances, and general information, as well as identifying routes. MP use temporary signs as agreed upon in STANAG 2174. Caution must be used not to violate the principles of OPSEC.

The traffic control plan usually shows military police where to put. temporary signs. In addition to the planned use of temporary signs, military police should be prepared to use temporary signs during special operations as described in this lesson, and for emergency purposes.

Temporary route signs serve two purposes. They regulate traffic and they guide drivers. Temporary signs regulate traffic by displaying MSR usage controls. Use of the signs reduces the number of MP needed along the route to provide this type of information. Mobile patrols must continually check the signs to detect tampering.

Military signs must be placed where they give adequate warning and allow reaction time for drivers. However, the signs must not block existing permanent signs from sight. As a general rule, the placement of temporary signs must conform to the guidelines listed below.

b. General Direction Signs.

The general direction of a route is indicated by arrows. A straight arrow indicates the forward direction, also called the uproute. On an axial route, the forward, or up direction is towards the forward edge of the battle area (FEBA). The opposite direction on routes is indicated by a barred arrow. Alternately, lateral MSR directions can be indicated by their general compass directions. The common abbreviations (N, S, NE, W for example) are given under the route name.

c. Warning Signs.

Warning signs show drivers the correct direction to take at route junctions. Warning signs are placed before junctions to allow drivers to turn safely with a minimum loss of speed. Signs may be placed 50 10 100 meters before a junction on good roads that allow fast travel.

d. Guide Signs.

Guide signs indicate locations, distances, directions, routes, and similar information. Guide signs are rectangular. Symbols are superimposed in white on a black background. The legend on a guide sign is used to indicate a route. The legend consists of the directional arrow and the route number, name, or symbol.

e. Confirmation Signs.

Confirmation signs let drivers know that they are on the correct route after they have changed direction. Confirmation signs are placed just past turns. The signs must be visible to drivers as they are making the turn. The usual procedure is to place both a warning sign and a confirmation sign at important junctions. It may be necessary to illuminate both signs at night.

f. Confidence Signs.

Confidence signs reassure drivers that they are still on the correct route. Confidence signs are used in urban areas to assure drivers that they are following the correct route. They are also used on long stretches of road where it is unnecessary to use warning and confirmation signs for a considerable distance.

Other kinds of guide signs are also used along routes. These signs show detours, where detours begin and end, distances, and locations. They also give directions, driver information, and route numbers or symbols.

g. Countdown Signs.

Countdown signs are a series of signs used to warn drivers of significant locations, such as start points, release points, where routes begin and end, TCPs, link routes, MSR junctions, and blackout areas. Countdown signs usually consist of a series of three signs placed at 100 meter intervals before the designated location.

h. Regulatory Signs.

Regulatory signs regulate and control traffic on a route. Regulatory signs are the military equivalent of civilian signs, such as stop and yield. They also show such things as release points and start points. MP warn drivers that they are approaching a TCP by placing a warning regulatory sign (countdown sign) some distance before the TCP so that columns may adjust their speed to pass the TCP at the correct time.

i. Hazard Signs.

Hazard signs indicate traffic hazards, such as dangerous corners, steep hills, and crossroads. Military hazard signs will rarely be used in the communications zone (COMMZ) as the civilian signs will usually suffice. In the combat zone, however, military hazard signs will be used when needed. Hazard signs are yellow, diamond-shaped signs. The information on hazard signs is printed in black.

j. Blackout Signs.

Blackout warning signs are based on the Geneva Convention hazard warning signs. The legend and any distance indications are mounted on rectangular plaques beneath the warning sign. Blackout enforcement signs consist of the Geneva Convention prohibitory sign with the words VEHICLE LIGHTS FORBIDDEN on a plague affixed below the prohibitory sign. Blackout relaxation signs indicates an end to the blackout condition. The legend is mounted and plaques directly below a warning sign.

k. Temporary Signs.

Temporary signs are a great aid to military police in fulfilling their BCC mission. Regardless of the specific BCC mission, all MP should be prepared to make maximum use of them.

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LESSON 3

PRACTICE EXERCISE

INSTRUCTIONS

This practice exercise will show you how much you have learned in this lesson. Answer each question. When you are done, turn the page and check your answers.

1. Which of the following is a primary purpose of a roadblock?

   A. To channelize vehicles and personnel to a checkpoint.
   B. To check convoy clearances and manifests.
   C. Direct drivers to their proper destination.
   D. To prevent surprise attack on the checkpoint.

2. The location of a checkpoint is very important. Which of the following statements is applicable to the site selection for a checkpoint?

   A. It is always at the entrance to a controlled route.
   B. It is placed to channelize vehicles and personnel.
   C. The location is based on the purpose of the checkpoint.
   D. There is no need for a holding area at a checkpoint.

3. You are selecting a checkpoint location. The checkpoint's primary purpose is to control access to a controlled route. Which of the following factors would you consider?

   A. It should be at the entrance to the controlled route.
   B. It should offer cover and concealment in the area.
   C. It should have a space to serve as a holding area.
   D. All of the above.

4. You have been tasked to establish a defile operation over the Bong Son River. The only crossing is a single lane, one-way bridge. The approach to the bridge runs through a long, curving ravine. Under normal circumstances, which of the following would be the best method to use?

   A. Visual signals.
   B. Wire communication backed up by radio.
   C. MP rider.
   D. MP lead/trail vehicles.

5. Which of the following statements are true of checkpoint operations?

   A. MP always check cargo at checkpoints against the manifest.
   B. Checkpoints are established for the purpose of traffic control only.
   C. Security problems may be compounded at a checkpoint.
   D. All of the above.

6. You have been tasked to establish a large holding area along the MSR. Which of the following is correct?

A. Convoy commanders are responsible for the location of their vehicles.
B. There will be a need for you to prepare a control plan.
C. A holding area is only operated in conjunction with other measures.
D. The HTD or PM will designate the precise location of the holding area.

LESSON 3

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	A.	To channelize vehicles and personnel to a checkpoint. Roadblocks are...(page 3-1, para Introduction).
2.	C.	The location is based on the purpose of the checkpoint. The placement of...(page 3-3, para 3b).
3.	D.	All of the above. When the purpose is...(page 3-3, para 3b).
4.	B.	Wire communication backed up by radio. Radio/wire.(page 3-5, para 4a).
5.	C.	Security problems may be compounded at checkpoints. The security of the...(page 3-4, para 4).
6.	B.	There will be a need for you to prepare a control plan. If the area is...(page 3-8, para 6b).

LESSON 4

PLAN AND CONDUCT STRAGGLER AND REFUGEE CONTROL OPERATIONS

Critical Task: 191-379-4412

OVERVIEW

LESSON DESCRIPTION:

In this lesson you will learn to plan the control of stragglers and refugees.

TERMINAL LEARNING OBJECTIVE:

ACTION: Plan the control of stragglers and refugees.

CONDITION: You will have this subcourse, paper and pencil.

STANDARD: To demonstrate competency of this task you must achieve a minimum score of 70 percent on the subcourse examination.

REFERENCES: The material contained in this lesson was derived from the following publications: FM 19-1 and FM 19-4.

INTRODUCTION

Contingency plans should be made for hauling and control of refugees and stragglers. During conventional warfare or in a nuclear environment, this can become a severe problem. Mass movements will normally take place on natural lines of drift, which are usually the MSR. Masses of refugees tend to obstruct the flow of traffic, which increases the importance of the MP mission to keep the roads open. Control and screening of refugees (who are sometimes used to insert enemy agents) requires a close coordinated effort with the G2/S2, the supporting military intelligence unit, and the military police.

Stragglers are the general staff responsibility of the G1 and refugees of the G5. Straggler control operations (STANAG 2067) are undertaken by MP to return to military control any military personnel separated from their commands. In a combat environment, unit strength must be kept as high as possible.

Unauthorized absences must be controlled. In the airland battle, with the integration of NBC weapons, significant numbers of friendly forces will be lost, wounded, dazed, injured, suffer combat fatigue, and be separated from their parent unit. MP help commanders maintain combat strength by locating and returning stragglers to military control. Refugee control operations are used to assist, direct, or deny the movement of civilians whose

location, direction of travel, or actions may hinder military movement. During combat operations, control of civilian movement is important. Disorganized masses of people seriously impair the movement of military units and endanger the security of military forces. Refugees can be a potent weapon. The enemy can use refugees to disrupt friendly military operations. A hasty exodus of people usually results in panic, confusion, loss of property, and overtaxed lines of communication.

Refugee control ensures refugee movements do not interfere with military movements on MSR, or with tactical units during combat operations. Refugee control also:

- o Reduces unnecessary movements.
- o Reduces panic or confusion caused by rumors about the enemy.
- o Reduces refugees' risk of life and loss of property.
- o Increases compliance with orders.
- o Keeps refugees from being used as a cover for enemy, military, or agent infiltration.
- o Makes it easier to move civilians from an area.

PART A - STRAGGLER CONTROL

1. Responsibilities.

The commander's staff plans straggler control, using the straggler estimate furnished by the G1, the straggler control plan provided by the PM, and unit SOP. Units rely primarily on their SOP.

a. Commanders. Area commanders are responsible for the control of stragglers in their areas of responsibility. Unit commanders are responsible for the control of stragglers coming into their unit area. Commanders set up accountability procedures to give early warning that personnel are missing. Commanders set up checkpoints at exits from the unit area to make sure only authorized personnel leave the area.

Unit SOP specify straggler control measures for each unit. Such things as personnel accountability, strength reporting, unit checkpoints, and other functions are stated in the SOP. Each level of command addresses straggler control in the unit SOP.

b. Provost Marshal. The PM formulates the straggler control plan. He recommends control measures to be used and directs MP activities supporting straggler control. The plan shows the placement of TCPs, mobile patrols, straggler posts, straggler collecting points, straggler lines, medical facilities, major headquarters, replacement detachments, and any other agency that may be needed to help control stragglers. He provides reports to the G1.

c. Military Police. MP locate and redirect stragglers continually as they operate TCPs, mobile patrols, and perform other functions, such as checkpoints and defiles. They also erect temporary signs to serve as a straggler control measure. Lost military personnel can use these signs to find their way to the closest MP element. It should also be noted that this requires increased alertness on the part of MP in the area of security since the enemy can also use the signs.

Stragglers are controlled by military police in accordance with the straggler control plan and other directives from higher headquarters. They usually use mobile patrols and TCPs to control stragglers. However, when the situation dictates, as in mass straggler situations, MP set up straggler posts connected by mobile patrols and straggler collecting points. Straggler lines may be established. This is a series of straggler control posts connected by mobile patrols. Their purpose is to find, help, and return stragglers to military control.

2. Categories of Stragglers.

Regardless of where military police come upon stragglers, they must be identified and categorized so that proper action can be taken. The reasons for soldiers becoming separated from their units are many in the modern battle. More than ever before, a high intensity conflict will be characterized by chaos. This confusion will create stragglers.

There are many causes for a soldier becoming a straggler. Many will have become injured and dazed. Injuries may not only be physical, but may be psychological. In the mass casualty situations that are possible in an NBC environment, many of the unit's leaders may have become casualties. There are also those soldiers that may have become separated due to irresponsible acts on their part. Unfortunately, there are also those who are deserters or absent without leave.

The most common way of identifying stragglers is by checking uniforms, unit insignia, bumper marking on vehicles, identification cards or tags, passes, or other authorization documents. In many cases, stragglers will identify themselves as they seek to rejoin units from which they may have become inadvertently separated. MP should know what units are operating in the area. They should be alert for persons and vehicles they would not normally expect to find in the area. MP must be alert for deliberate stragglers who are attempting to desert or are absent without leave. Caution should also be used in approaching any straggler since he may be an enemy agent who has infiltrated the lines.

Military police must decide what category the straggler fits. Stragglers are categorized to help decide what to do with them. There are three categories of stragglers. These categories are injured, uninjured, and those attempting to avoid returning to their unit. Straggler categories can be modified by appropriate authority, depending on the situation.

3. Straggler Information.

Military police record all key information about each straggler. The exact information required will be prescribed by SOP. At the least, the information listed below should be recorded:

- o Number, rank, name, and nationality.
- o Unit.
- o Whether armed or not.
- o Where and when found.
- o Where straggler was coming from.
- o Where the straggler was going.
- o Why and when the straggler left his unit.
- o Where the MP sent the straggler.
- o Additional information as the situation warrants.

Straggler reports are prepared and submitted in accordance with the unit SOP. Normally, they are collected daily. The straggler's unit commander may wish to receive a copy of the report or may wish to discuss the circumstances at a later date with the MP involved.

4. Straggler Control Posts.

Depending on the situation, the PM may determine that it is necessary to establish separate straggler posts and/or collecting points. This is usually the case when large numbers of stragglers are anticipated, due to certain types of combat operations.

A straggler post is usually operated by an MP team. The team leader provides leadership and communications. One MP provides security and the other checks the identity of military personnel and directs them to the appropriate location. The MP team should have the same equipment used to operate a TCP. The actions taken upon arrival at a post are the same as for a TCP.

The PM operations section plans the location of straggler posts on likely routes of straggler flow. They may be connected by mobile patrols forming straggler control lines. The team leader selects a place where vehicles cannot easily turn around to avoid the post. It should also be a location where there is space for a small holding area, so traffic is not delayed. The team leader designates positions for each man at the site. He chooses a good fighting position for the automatic weapon and places himself close to the team vehicle for communications.

5. Straggler Collection Points.

A straggler collection point is where stragglers are assembled and processed for return to their unit, or for placement in other military channels. Straggler collecting points are used when large numbers of stragglers exist and TCPs, straggler control posts, and mobile patrols are unable to handle the volume. MP perform two main tasks at a straggler collecting point. They process each straggler, and they help return stragglers to their units or place them in medical or other channels.

The PM, who plans the location of a straggler collecting point, usually places it along a key MSR or at an intersection of MSR. This makes delivery of stragglers to their units by backhaul trucks easier. The collecting point is located where food, shelter, clothing, and medical treatment are available.

A straggler collecting point is usually operated by an MP squad. This may vary with the size of the operation and the number of military police available. A straggler collecting point can be operated by an element as small as an MP team or as large as a platoon. It may have a shared location where elements of medical, transportation, and MP units locate behind the straggler line for further disposition of stragglers. The squad leader organizes his squad to conduct a 24-hour operation. More equipment and supplies than are usually carried by a squad may be needed. Food, water, clothing, and shelter are needed for stragglers. When a medical facility is not close by, military police must have extra medical supplies on hand and be prepared to administer first aid. A squad organized for a straggler collecting point has a squad leader to provide leadership, one team to process stragglers, a second team to guard stragglers attempting to avoid returning to their unit, and a third team to provide security and rest periods for squad members.

MP process stragglers at a collecting point in essentially the same manner as elsewhere. Stragglers attempting to avoid returning to their unit are separated from the others. They are detained. Other stragglers are placed on the first available transportation to their unit. Injured and sick stragglers are placed in medical channels. MP record key information and submit reports in accordance with the unit SOP. The frequency of the reports is usually specified in the straggler control plan.

6. Disposition of Stragglers.

MP return stragglers using available transportation. Most stragglers will be transferred to one of three locations by TCPs, patrols, or straggler posts. These are: a medical facility, a straggler collecting point, or their units. Transportation for medical evacuation is determined by the seriousness of the wound and the evacuation means available. The straggler collecting point may request transportation assistance when dealing with large numbers of stragglers. They request support from a movement control team (MCT) or the MCO. MP provide escorts for stragglers only under unusual circumstances and then only when directed to do so by competent authority.

Uninjured soldiers who have inadvertently been separated from their units are provided assistance in returning. Military police direct them to their unit or a headquarters within their chain of command. If the location is unknown, military police direct the straggler to a straggler collecting point or to the closest major headquarters. They use whatever transportation is available.

Military police provide immediate first aid to wounded, injured, or ill stragglers. They evacuate them to the nearest medical facility as rapidly as possible. The seriousness of the wound or injury is the key factor in determining how soon and by what method such a straggler is evacuated.

Stragglers can be a valuable source of intelligence. If military police have reason to believe a straggler has information of immediate tactical value, they contact military intelligence personnel.

Confiscated property and documents from stragglers attempting to avoid returning to their unit are safeguarded and disposed of in accordance with the applicable regulations and SOP. Weapons and equipment of other stragglers, such as those placed in medical channels, are disposed of according to SOP or the straggler control plan.

Military police must be very cautious with stragglers attempting to avoid returning to their unit. Soldiers trying to avoid returning to their unit must normally be returned under escort. These stragglers may resort to violence to avoid military control. MP must search, disarm, and detain these stragglers. They hold this type straggler until transport and escort can be arranged to take them to their unit. Escorts may be provided by the unit, or the military police may be tasked to escort such stragglers.

Stragglers from other friendly forces should be handled in much the same way as US stragglers. Military police may need to make special efforts to provide transportation and escorts, if they are needed, for second nation stragglers. If the PM has coordinated with other forces to set up combined straggler posts, US MP allow MP from other national units to handle their own forces. Combined MP procedures are covered in STANAG 2085.

PART B -REFUGEE CONTROL

1. Responsibilities.

The host nation usually provides measures to control the civilian population during conflict. At times, the host nation may request help from the senior US commander. Should the host nation not be able to control refugees, control may be assumed by the senior commander.

a. Commander. The senior commander plans and prepares directives to control refugees when the host nation is unable to perform the mission. He orders evacuation of refugees when he considers it necessary. He may also issue standfast orders to prohibit unwanted movement.

b. Civil Affairs Officer. The G5 has primary staff responsibility for coordinating matters involving civil-military operations, including the evacuation of civilians. He plans and coordinates US participation in civilian displacement. Based on the intelligence staff refugee estimate, the G5 decides the number and types of facilities and US personnel needed to control refugees.

The G5 and supporting civil affairs units are responsible for the control and regulation of displaced persons and refugees. The G5 coordinates with the host nation authorities and prepares the refugee control plan. The refugee estimate provided by the intelligence officer gives the number of refugees to be expected in certain areas. Host nation refugee plans may include standfast requirements, evacuation routes, locations of collecting points, and refugee camps. The G5 plan, when prepared, is similar.

c. Military Police. Military police units may be tasked to provide support for refugee control operations. The extent of MP participation will depend on the situation and the number of military police available. Refugee control duties are performed along with existing BCC operations. When the volume of refugee movements threatens the flow of military traffic, or the security of US facilities, additional control functions may be used for the specific mission of refugee control.

2. MP Refugee Operations. Refugees cannot be permitted to interfere with traffic flow. MP redirect them to secondary routes, when possible. To control the movement of refugees, MP set up TCPs at critical points along the MSR to stop or redirect them. MP use mobile patrols to monitor the flow of traffic. When these measures are not enough and the host nation cannot control the refugees, military police may set up special control points along refugee routes to ensure that they stay off the MSR.

Military police use a variety of BCC measures on refugee routes. TCPs, mobile patrols, roadblocks, and checkpoints are performed in much the same manner as on MSR. They may also assist civil affairs personnel in the operation of refugee collecting points.

The measures MP use to control refugees are, primarily, checkpoints and collecting points. However, controlling the circulation of refugees does require some special consideration. Refugees may be used by the enemy to infiltrate personnel into the rear areas.

There are additional personnel at or near a refugee checkpoint. Each provides help to the MP. They may include host nation police, civil affairs, and/or military intelligence personnel. Refugees are checked for identification first. Their belongings should be searched for weapons and contraband. The screening helps identify infiltrators. It may also identify stragglers. Military equipment and other items may also be found. Suspicious refugees are questioned by the intelligence personnel. Military police detain stragglers. Stragglers are then disposed of in accordance with the straggler plan and SOP.

Military police must also be ready to support refugee collecting points. These are temporary areas set aside for the assembly of small numbers of refugees. They are operated by civil affairs units. They provide refugees emergency relief for a short time. MP direct refugees who need help to the nearest refugee collecting point. MP only become involved in collecting point operations in certain cases. This includes when the volume of refugees threatens military traffic facilities near or around the collecting point. Actions to be taken will be prescribed by the provost marshal or SOP.

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LESSON 4

PRACTICE EXERCISE

INSTRUCTIONS

This practice exercise will show you how much you have learned in this lesson. Answer each question.When you are done, turn the page to check your answers.

1. Which staff agency is responsible for the control of refugees?

A. G1.
B. G2.
C. G3.
D. G4.
E. G5.

2. Which of the following has primary responsibility for preparing the straggler estimate?

A. G1.
B. G2.
C. G3.
D. G4.
E. G5.

3. While operating a TCP, your MP discover a soldier without a weapon or equipment.He states he is trying to return to his unit, but he is not sure where it is located. What action should you take after securing the necessary information for a straggler report?

A. Allow him to proceed on his way.
B. Send him on available transport to the closest major HQ.
C. Place him in medical channels.

4. While operating a TCP, a large group of refugees approach, blocking the road. What should you instruct your personnel to do?

A. Reroute them on an adjacent secondary highway.
B. Assist them in moving to the rear.
C. Stop traffic and allow them to pass safely.

5. Which of the following is not a category of straggler?

A. Uninjured.
B. Injured.
C. Attempting to avoid returning to his unit.
D. Unidentified.

6. Your personnel have detained an individual who is a straggler attempting to avoid returning to his unit.All information has been obtained for a report. Which of the following additional actions should you take?

A. He should be placed on the next available transportation to his unit.
B. Since a straggler collecting point has been established, he should be directed to go there.
C. He should be escorted back to his unit.
D. No further action is required by you.

LESSON 4

PRACTICE EXERCISE

ANSWER KEY AND FEEDBACK

Item		Correct Answer and Feedback
1.	E.	G5. The G5 has...(page 4-7, para 1b).
2.	A.	G1. The command is...(page 4-2, para 1).
3.	B.	Send him on available transport to the... If the location...(page 4-6, para 1).
4.	A.	Reroute them on an adjacent secondary... Refugees cannot...(page 4-7, para 2).
5.	D.	Unidentified. These categories are...(page 4-3, para 2).
6.	C.	He should be escorted back to his unit. They hold this...(page 4-6, para 5).